



Ex-CBI Roundup

—CHINA—BURMA—INDIA—

FEBRUARY
1963





AMERICAN infantry of the 2nd Battalion, 479th Regiment, fire on Japanese positions on the Burma Road. The enemy forces were pushed back to former positions across the road. Signal Corps photo from John O. Aalberg.

EX-CBI ROUNDUP

CHINA-BURMA-INDIA

Vol. 17, No. 2

February, 1963

Ex-CBI ROUNDUP, established 1946, is a reminiscing magazine published monthly except AUGUST and SEPTEMBER at 117 South Third Street, Laurens, Iowa, by and for former members of U. S. Units stationed in the China-Burma-India Theater during World War II. Ex-CBI Roundup is the official publication of the China-Burma-India Veterans Association.

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SECOND CLASS MAIL PRIVILEGES AUTHORIZED at the Post Office at Laurens, Iowa, under act of March 3, 1879.

SUBSCRIPTION RATE

\$3.00 per Year	Foreign: \$4.00 per Year
\$5.50 Two Years	\$7.00 Two Years

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Direct All Correspondence to

Ex-CBI Roundup

Laurens, Iowa

P. O. Box 125

Letter FROM The Editor . . .

• **Unfortunately**, we do not have any identification for the excellent cover picture, which is from a collection contributed by John O. Aalberg. It is a U.S. Army Signal Corps photo, however, was taken in Burma, and markings indicate that the men may be members of the 612th Artillery. We would appreciate any information readers might be able to give us about this scene.

• **Remember** the punctilious devotion of the average Indian to the morning bath? A columnist in The Statesman, published in Calcutta, offers this observation about bathing habits during the recent battles with the Chinese: "A colleague recently conducted a sample survey of the bathing habits of officers and jawans in the bleak heights of Ladakh, and the conclusion he has come to is startling: In a part of the world where bathing has been virtually unknown for centuries, hardly any of our officers and men ever misses the morning bath. Apart from the high altitude, the bitter cold, biting winds and the shortage of water, the necessarily limited accommodation makes bathing an infinitely difficult task. But the jawans obviously know how to manage. There are many among the soldiers who bathed regularly even during the fighting.

• **Even though** time may dim the memories, Roundup readers may recall a few times during World War II when bathing was accomplished in spite of various handicaps.

• **We appreciate it** when readers submit material or call our attention to articles which may be published in Ex-CBI Roundup. Keep it up!



"Civer to Civer"

• Starting our third binder of Ex-CBI Roundup, we have all the copies since the Bloomington reunion which was our first, except those few copies we gave to some other CBIer who had not heard of the magazine. We both enjoy reading our magazine from "civer to civer." It was such a pleasure to receive so many, many cards and messages at Christmas from our CBI friends from Maine to California . . . Happy New Year to all of you, and here's hoping we can renew those friendships in Milwaukee.

JOE & KAY FENAJA,
St. Louis County, Mo.

New Basha Meets

• On Saturday evening, Jan. 12, a dinner-meeting of the newly formed Miami Valley Basha was held in downtown Dayton at fellow-member Mike Longo's Italian-American restaurant. There was a brief business session with temporary commander Ron Greene presiding. The bending of elbows, getting better acquainted with friends old and new, pictures, good fellowship and all other goodies were in keeping with our CBIVA tradition. Other good things are in store in the future. Anyone interested may call 898-4484.

HOWARD CLAGER,
Dayton, Ohio

Col. Robert B. White

• Sorry I have to inform you that Col. Robert B. White was killed in an automobile accident in Eastbourne, England, July 19, 1961. Colonel White took me to Hastings Mill, Calcutta, Karachi, Tezpur, Chabua, Sookerating, Sadya, in 1954. 'Twas fascinating!

MARGARET A. WHITE,
Scarsdale, N. Y.



OPERATING TENT of Lt. Col. Gordon S. Seagrave's Ningam Sakan hospital unit. This hospital was responsible for taking care of the Chinese wounded coming in from the Yipban Ga front lines. Signal Corps photo from John O. Aalberg.

Contact 'Em All!

• Noticed in the February issue of the magazine that there was an item from Dale R. Broom. On my way home from the National executive meeting in Chicago last November I stopped at his Standard station in Alma and he recognized the CBIVA emblem on my car and introduced himself as a former CBI vet. Told him about the organization, which he did not know existed, and showed him a copy of Ex-CBI Roundup. Assume he has subscribed to the magazine and I hope become a member of CBIVA. Wouldn't it be wonderful if we could contact every ex-CBIer!

HAROLD H. KRETCHMAR,
Maplewood, Mo.

Chinese Colonel

• A recent alumni bulletin of the State University of Iowa mentions that Fu-De I of Taipei, Taiwan, Formosa, has been named chairman of the water resources planning commission, Taiwan, to plan the national water development for the Taiwan Provincial Government. Mr. I received his Ph. D. from SUI in 1938, since then has served as a colonel in the India-Burma campaign of

WWII for the Chinese army; has served as secretary to the Chief of General Staff, Ministry of National Defense for the Taiwan government; was an adviser to the Chinese delegation to the United Nations; and until two years ago was director of the Department of Information for the Taiwan Provincial Government. He is the author of numerous books concerning hydraulic engineering.

JACK STRENFOR,
Iowa City, Iowa

Snortin' Morton

• Saw a picture of our old ship, the "Snortin' Morton," which we rode from Calcutta to Tinian, in Roundup a few months ago. Brought back many memories of the "first class" ride we had.

HAROLD E. MAGEE,
Janesville, Wis.

New Cascade Basha

• Named after the rugged mountains of the West, the Cascade Basha of Washington State is the newest addition to the CBIVA. Orville Hegseth is perhaps the only present commander who is also past commander of another basha. Other officers are John Forester, Doug Parsons, Marv Olsen, Lee Nichols, Don Gould and Bill Lambert. Pantley's Tahitian Cafe, located deep in the foothills of the Cascades, will be our meeting place. Their CBI room, with bamboo walls and thatched ceiling, is ideal for turning back the clock with tales of Firpo's, the Hump and the Ledo Road. We have been informed that National Commander Gene Brauer will be with us in February to present the charter.

CLYDE H. COWAN,
Public Relations Wallah,
Seattle, Wash.



CHINESE wounded, recovering in the Ningam Sakan hospital, are seen here eating their evening meal in one of the hospital wards. Signal Corps photo from John O. Aalberg.



MOTOR POOL of the 1304th Engineer Battalion on the Mogaung in 1944. Photo by William J. Lewis, Sr.

20th Air Force

• Was stationed in India and India-Burma Headquarters. 1295th, from early 1944 to February 1945. Then around to Tinian Island with same outfit. Was with 20th Air Force, B-29s, at Charra Air Base near Purulia and then Dudhkundi Air Base west of Kharagpur, India. Next to being there, the Roundup comes closest to telling how it was, yet no one on earth can tell someone else how it was unless he was there. I know of no other outfit that have so much in common as members of the CBI. I suppose there are many reasons, yet none that one can actually put a finger on and explain to those who weren't there. Best of luck to the magazine; I hope it always keeps coming. Have had it for many years now, and have convinced many others to subscribe also. Hope to hear from members of our group.

HAROLD E. MAGEE,
1343 St. Marys Ave.,
Janesville, Wis.

Now Retired

• Retired from the United States Air Force in January, 1961, and am now with George Washington University as ticket manager of athletics. I served 2½ years

in the CBI—10th Air Force and India-Burma Headquarters.

BILLY DeROSA,
Washington, D. C.

9th Photo Recon

• Having just heard about Ex-CBI Roundup, I am eagerly awaiting my first copy. I served in the CBI Theater from July 27, 1942, to Nov. 9, 1944, with the 9th Photographic Recon Squadron.

EMIL T. BARNES,
Peoria, Ill.



CHINESE workers build road ahead of the 1304th Engineer Battalion on the move from the Mogaung to the Irawaddy in 1944. Photo by William J. Lewis, Sr.

1st Air Commando

• Was an L pilot with the 1st Air Commando Group. Could anyone tell me where I could get copies of the book, "Back to Mandalay," by Lowell Thomas?

HARLEY V. SUTTON,
Box 278,
Andrews, Ind.

Charles L. McCuen

• As my brother, Charles L. McCuen of New Haven, Conn., passed away on November 29, 1962, please send the remaining copies of your magazine to one of the Veterans hospitals.

EVELYN McCUEN,
New Hartford, Conn.

Duck Hunting Deluxe

• You've carried a number of interesting articles by Father R. A. Welfle, and I've chuckled many times over the latest one in the November issue, "How to Bag a Duck." Can you tell me if the author is now in India or has been there in recent years?

M. C. JOHNSON,
Des Moines, Iowa

Father Welfle knows whereof he writes—he is with the Xavier Teachers Training Institute, Patna District, India.—Eds.

There's Another War in CBI

About 20 years have passed since Roundup readers went to CBI to help win a war; now there has been fighting again in some of those same areas. Dispatches from the front—except for a few changes—might well have come from World War II. Here are two written only a few weeks ago by the same correspondent, reprinted from The Statesman of Calcutta, which will undoubtedly bring back memories. One has to do with the evacuation of Tezpur, the other is an evaluation of the Chinese soldier and his equipment.

Their First Heavy Defeat

BY DESMOND DOIG

TEZPUR—On Monday evening in the Tezpur Club, a tea garden manager expressed the opinion that "chaps like me are in a bit of a mess."

His garden bordered NEFA: the forested hills rose immediately beyond the rows of tea bushes and shade trees. If the Chinese decided to invade Assam he would know it first. "I could be prodded awake by the so-in-so's tomorrow morning" is what he said.

Apparently the evacuation of his garden had been left to his discretion. The question had hardly been considered before the Chinese flung themselves upon Se-la and Bomdila. And now it was late, and the decision had assumed enormous dimension.

"These are the keys to my safe," he said, showing me a couple of quite ordinary keys out of all proportion to the part they played in the drama. "There's a lot of money involved, workers pay, incidentals, petty cash. Do I take it or leave it? Going myself could cause panic: taking the cash along could spark a riot." If he was unduly worried he did not show it. He downed a beer and repeated "What a life" more than once. Then he drove back to his garden more than 20 miles away, alone.

All along the north bank of the Brahmaputra in Assam, similar decisions were being made by people, who ever since the green tea bushes in their gardens were planted have had to live alone, think alone and make decisions alone.

During the last war they were in the path of the advancing Japanese. Now the Chinese threaten their gardens and homely bungalows, and the problem is the same. When to evacuate? And this

in the full knowledge that thousands of tea garden labourers have their eyes on the manager and his assistant. Not only panic could result from their decision but irreparable damage to their factories and estates.

For three days, as the Chinese drew nearer to Tezpur, the decision was left unmade. A call eventually went out to evacuate all women and children and they went, quite calmly, many of them tearing up roots that had grown deeply over a life-time in Assam. The men remained, in bungalows grown more lonely and remote, among their labourers who watched them for signs of hope or despair. Then, on Tuesday, they, too, were advised to leave . . .

It is now learnt that a general evacuation of Tezpur has begun. Many shops are shuttered, the noisy cinemas are silent. With the dignified calm that has become second nature to this small town, people queue to be evacuated by train and ferry across the river. Special trains are being run westwards: the huge ferry boats come and go continuously and even the smallest river craft have been pressed into service.

Still there is no panic. No one expects to be away long. The Chinese are still behind the foot-hills and the Indian jawans face them in strength, that is assurance enough.

At a mammoth rally before the general evacuation began, the people of Tezpur pledged themselves to remain calm and do what they could to hasten the defeat of the enemy. Many of them have since left their homes but example of their courageous restraint has not deserted the emptying town. Rather it has spread across and down river and all of us who are made aware of it take heart. Indeed, if one of the Chinese aims was to terrorize and stampede the people of Assam, they have suffered their first heavy defeat.

—THE END

Tactics Used by the Chinese

BY DESMOND DOIG

TEZPUR—Indian officers and jawans who have returned here from the battles of Se-la, Bomdila and Derrang relate that the Chinese gave the impression of an ill-clad, ill-directed lot. Their uniform varied from padded khaki cotton to a bastard mixture of tribal clothes. Many wore something closely akin to the In-

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dian Army uniform very likely captured or taken from Indian prisoners and the dead.

Their recoilless guns were used with demoralizing effect against the Indian Army's prepared positions.

"Our chaps were sitting in bunkers with a reassuring thickness of earth above their heads one minute and exposed like sitting ducks the next," an officer told me in evidence of the recoilless gun's effect.

Of the Chinese, he said: "Their overall mass is greater than ours, but they don't always use huge concentrations in one area. They pop up all over the place in small, sharp intrusion so that one wonders where the hell they really are."

Chinese attacks are far from precise and orderly. Their troops come jabbering and shrieking instructions to each other. Advances and fire orders are shrilled on whistles. The general effect of all this is unnerving. At night they make extensive use of tracer bullets.

A cavalry troop leader, Jemadar Siri Chand of Rohtak, who saw action during World War II in Burma, described the Chinese as distinctly inferior fighters to the Japanese. He dismissed them as rabble, almost deliberately stupid. But he was impressed by their numbers and even by the object of his criticism—their vulnerable disregard of danger.

Below Bomdila he and his tank crew were trapped in their tank by a horde of scuttling jabbering Chinese. A direct hit possibly by a mortar shell set his tank on fire.

"I knew they would have the tank hatch covered," he told me and they did. As he flung open the hatch to escape a hail of small arms fire pinged about him. He was hit in the chest and fell from the tank.

Cavalry Major S. D. S. Jamwal in command of a tank squadron that faced the enemy assault above Bomdila told how his tanks were trapped by the enemy and had to be abandoned.

On the evening of November 17 he was ordered to clear the Bomdila-Derrang road of the infiltrating Chinese. If this was impossible he was to abandon the tanks and move south on foot but not before he had given the Indian forces and the civilian population at Derrang time to withdraw.

Vividly he described how the supply depot at Derrang was set ablaze; how the road leading from it was cluttered with abandoned vehicles "parked in the funny manner you expect when rifles start popping." These vehicles had to be shoved off the road to allow us to advance.

Suddenly they drove into the enemy who occupied the road itself and swarm-

ed on either side of it. Major Jamwal estimates he saw 200 men.

His hatches closed there was little danger from opposing small arms fire but a damaged wooden bridge made an effective roadblock and the tanks were trapped.

Because of the precipitous terrain it was impossible for tanks to operate off the road. They fought as long as they effectively could, then they were abandoned after everything possible to make them unusable had been done.

All the 11 tanks of Major Jamwal's squadron were lost. But they gave essential cover to Indian forces and the civilian population retreating from Bomdila and Derrang by staying the Chinese advance for several hours. —THE END

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Ex-CBI Roundup

P. O. Box 125 Laurens, Iowa

Service Record of a CBI Unit

This is the story of a military unit, written by one of its officers while en route home from CBI. It contains considerable detail that may or may not be of interest to the average reader—yet the story as a whole is that of many other organizations which served in that far-away theater. The mission of your own unit may have been entirely different, yet you'll find references here that may well apply to the outfit you called your own.

BY LT. JOHN A. POWER

The organization was activated March 1, 1943, and McChord Field, Wash., was designated as the station.

A rather bewildered 2nd Lt. Bruce G. Anderson of the 843rd Engineer Aviation Battalion, also stationed at McChord Field, was the first officer assigned. More accurately, he was the only officer assigned. Still more accurately, he was the only officer or enlisted man for a matter of nearly two weeks.

Lt. Anderson made the 843rd his headquarters pending arrival of a cadre. Meanwhile equipment was arriving daily. A large warehouse was put at the disposal of the battalion to store it, temporarily, in the Air Base Quartermaster area. It filled rapidly; more equipment arrived. The base quartermaster wanted to deliver it; Lt. Anderson to receive it, but he had no place to store it. Quite a quandary ensued for some time.

On March 15, Base Headquarters received a directive and an order was published transferring the first of the cadremen from the 843rd Engineer Aviation Battalion. These men, however, did not actually join the organization until March 19.

On the evening of March 18, a second officer arrived. Fresh from Officers Candidate School at Fort Belvoir and the class in soil control at Harvard came 2nd Lt. Walter S. Hunter. Lt. Hunter was appointed adjutant.

Now a bewildered adjutant wandered around seeking a place to assume his duties. A building was assigned but furniture had not arrived. An excellent supply of field and technical manuals had arrived. These were strewn over most of the floor in an attempt to get them into some semblance of order.

On Saturday, March 20, in the later afternoon, cadremen arrived from both March Field and Hamilton Field. A pri-



MESS HALL of the H & S Company at Dudkunda was of British construction. Needless to say, it was not air conditioned! Photo by W. F. Moerk.

vate arrived to be a first sergeant. Men who had spent three days in the supply room were sent as supply sergeants. Some of these were of excellent calibre merely lacking experience to a degree that proved, at times, humorous albeit disheartening.

That same afternoon, in the midst of the cadremen, arrived 2nd Lt. Edward B. Williams from the Heavy Equipment School at Fort Belvoir and previously from Officer Candidate School.

The total of three officers and 36 enlisted men carried on for a week and a half. Equipment streamed in. Office furniture came. A headquarters was set up in the lower floor of a barracks building; the men were quartered above it, making for a rather cozy set-up.

Capt. Carl C. Jackson was the first medical officer to arrive. He joined and assumed his duties on March 19.

On March 29 a TWX was delivered informing the headquarters that 198 men would arrive at 0550 on the 31st of March 1943. After checking up, it was found these men would be delivered to the base itself. A group of men was organized to receive these arrivals, with some arrangement for the necessary mess facilities. Arrangements couldn't be made in time, however, and the base consolidated mess was asked for assistance. Needless to say, they cooperated splendidly and with a sensitive understanding of the problems of the embryo unit.

The men arrived at about 0630 hours. After roll call was taken the men were

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marched to the base mess. From the mess hall, they were marched to quarters just then being vacated by the 843rd. A physical examination was followed by a weeding out of potential clerks. These men were taken to battalion headquarters immediately and put to work completing records.

Major Walter A. Faiks reported for duty and assumed command on April 5.

Within a few days of his arrival the major began instituting practical training; training in the form of actual work. Letters were written requesting opportunities to undertake construction. The U.S. Engineer Department was contacted, also the post engineers of both McChord Field and Fort Lewis. The major felt the most practical training possible was the actual doing of work. Even the doing of work in a field not likely to be found overseas was worth while, he felt. It would give his men and officers a chance to find the most valuable asset they would ever possess, themselves.

The projects were for the future. The problem of the moment was that of getting the companies organized. This proceeded throughout the month of April. Meanwhile, additional personnel continued to arrive. Many men, however, were taken as replacements by the 843rd Engineer Battalion, as it was preparing for an overseas movement. This created one of the first delays in the battalion's coming to full strength.

On April 17, the enlisted strength went up over 50% to 457. This didn't increase much for the rest of the month.

During April, considerable time was spent in basic training. Problems were slowly ironed out.

Lt. William L. Solomon Jr. was placed in command of Company A, Lt. Charles O. Kintz in charge of Company B, Lt. A. Leslie Hedden in Company C; Lt. Edward B. Williams, meanwhile, became H&S Company commander.

On May 14 a shipment of 81 men brought the battalion up to exactly 75% of the authorized T/O strength. This lasted only two days for on May 17 the battalion furnished nearly one hundred men to the 104th Combat Engineer Battalion at Fort Ord, Calif.

On May 17 the H&S Company undertook the first of the projects secured by Major Faiks.

The area engineer desired a railroad spur to be built into some new warehouses; H&S Company began work on this project.

During the operation of this project, Technician Fifth Grade Donald E. Waterman was accidentally killed. His was the first death to occur in the battalion. The

loss was keenly felt and sincerely regretted by all members of the command.

On May 21 the command picture changed. Lt. Seymour E. Northrop became company commander of Company "A", Lt. John N. Bender of Company "B" and Lt. Clarence W. Beck of H&S Company.

Lt. Northrop assumed command of his unit while it was stationed at Neah Bay, Washington, 240 miles from McChord Field. The company's project was one of camouflaging an anti-aircraft and radar installation.

Lt. Bender had to go 111 miles to Moclips to find his new command. This project was also one of camouflage.

Lt. Beck was more fortunate; his company was at home.

The men of all three letter companies spun many a humorous, ribald, and anecdotal yarn about their sojourn on the shores of the Pacific.

"The Nisqually River Bridge Job" brings a gleam to the eyes of many men and officers who worked by the tumbling waters from Mt. Rainier. The bridge was built in conjunction with the erection of a firing range on the Fort Lewis Reservation. All companies took their turns at besting the tumultuous, glacier-fed Nisqually. Tall tales have sprung up to take their place in the legends of the battalion with their roots still out there on the banks of the river. Tales that have to do with the hardihood, ability and ingenuity of—the tellers, of course, albeit—the various companies worked there from May 31 to July 17, 1943.

On June 3, the battalion had for the first time an officer whose insignia wasn't golden. 1st Lt. Spencer A. Burleson joined the unit and became commander of H&S Company and battalion



FIRING-IN BUTT used by the RAF medium bombers was remodeled by the 1875th into a mixing batch plant. It was later known as the "bitching plant." Photo by W. F. Moerk.



MOTOR POOL of the battalion, with vehicles lined up in neat rows. Photo by W. F. Moerk.

executive officer. He had previously been stationed at Cold Bay, Alaska, and Fort Lewis.

June 8 brought the second "silvered" officer—Captain Herman D. Wildermuth—who became the new executive officer.

1st Lt. Robert S. Zeno—the new S-3—came to the 1875th from the Hawaiian Territory. He was the second from that area (Lt. Bender having served on Oahu, December 7, 1941, as a S. Sgt.).

June went from nebulous future to nebulous past—leaving the memories of hard work along general military lines, Marksmanship courses, drill interspersed with the labor on a project known as the West Perimeter Road. This is the road that bounds the flying field itself. During the month, the first "battle" of McChord Field was fought.

The unit was suddenly put on the alert and instructed to defend all approaches against all comers. Gallantly and courageously—though somewhat dubiously, the battalion sprung into action and for the duration of the stay of some 60-odd B-17 bombers we were ready for "all comers."

The next event of major importance was a major. To be explicit, Major John C. Potter who, on July 8, assumed the duties of assistant battalion commander. He assumed command four days later, at which time Major Faiks left for a new assignment at March Field.

During July, Capt. Charles M. Mulherin, obstetrician and genecologist, was also assigned as the second medical officer. And on July 16—S/Sgt. Clark McWilliams of Co. "B" became W/O McWilliams.

At this time the battalion acted as a psuedo-replacement center for the 1874th Engineer Aviation Battalion transferring approximately 100 selected men to that organization.

The tempo of training increased during July and August. Officers went to and returned from the camouflage school at March Field all during this time. Companies A, B, and C underwent the infiltration course on August 18, H&S Company on the 20th.

During July Butler huts were built at Moon Island, Grayland, Ruby Beach, and Pacific Beach under the direction of Lt. Walter W. Miller.

The War Department feeling, apparently, that an obstetrician and genealogist could be utilized to a much greater degree elsewhere, transferred Capt. Mulherin on August 7. He was replaced in the medical section by Capt. Marshall H. Jones.

From this time until the third of November the course of activity ran along general lines; moving dirt from here to there—as is the wont of engineers—building things; pursuing military training.

On September 2 Chaplain Wallace G. McGeoch reported for duty.

M/Sgt. Howard D. LaMuska, of H&S Company became W/O H.D. LaMuska on September 16th.

On November 3, Lt. Col. Lavonne E. Cox assumed command and the battalion figuratively picked up its skirts and "moved out." Leaving McChord Field on this date by command of the Commanding General of the Fourth Air Force, the unit arrived at March Field on the sixth to begin a new phase of "Life."

On November 8, the final group of officers joined the unit. They were: Capt. Vincent N. Burnhart, assigned as executive officer; Capt. John D. Eichhorn, assigned as S-3; 1st Lt. Roland H. Cipolla, assigned as adjutant; 1st Lt. Quinton E. Barnes, who left the unit three days later; 1st Lt. Leo Colclough, who was assigned to Co. B.

Capt. H. E. M. Stevenson replaced Capt. Eichhorn as S-3 on Nov. 20. Four days later 1st Lt. Edward E. Zimmerman joined and was assigned the duties of battalion supply officer.

In addition to the officers joining the unit, some 280 enlisted men joined, bringing the total strength up to that authorized and beyond. The overage was needed to encompass the coming losses due to the men's failure of the FOD examination.

Concurrently with the influx of officer and enlisted personnel, the surplus was being cut down.

All during our stay at March Field, every man worked a full day, every day. A deadline for movement to the Port of Embarkation had to be met. It became exceptionally difficult to meet it when the deadline refused to "stay put." It

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had the most disconcerting habit of advancing to meet us. The deadlines were met more or less easily, however, even the final one of several hours.

To prepare a battalion for overseas requires an enormity of effort fully comprehended by only those who have had that experience. Every man's clothing, equipment and records had to be checked and deficiencies corrected. Every branch of the A.S.F. sets in motion its own program to ensure that the complete and proper equipage is in the possession of everyone. We were exposed to the prying eyes of the medical department; and the inspector general's department, among others. They swept the scene with eyes that were almost clairvoyant, microscopic—or so it seemed.

The packing, crating, listing, inventoring, continued constantly. The records of the battalion were corrected as necessary. The battalion area at this time constituted a very complete obstacle course. Equipment, vehicles, boxes were strewn all over; finally, it was all moved to the railroad. But not before the Port of Embarkation was changed from Wilmington, Calif., to Hampton Roads, Va. The rush to change the stenciling on the crates had to be seen to be appreciated.

Lt. Zimmerman, our supply officer, left for the N.Y.P.E. on the 27th. He was to accompany the bulk of our T/E impedimenta.

Finally, on the 29th of November we received SO 332, Hq. AAB, March Field, directing us to proceed to Camp Patrick Henry, Virginia, to await shipment overseas. The battalion was divided into two groups. The first, made up of H&S Co. and B Co., under Col. Cox and the second, made up of A Co. and C Co., under Capt. Burnhart. These two groups filled two long Pullman trains and we left March Field.

The trip across the continent was uneventful, if somewhat meandering. Even the engineer and conductor didn't know our routing. Each division of each line over whose tracks we travelled was responsible for moving us through its territory.

That trip, circuitous as it was, did a world of good—the kind of good that helps sustain men in the prosecution of their appointed tasks. The magnificent panorama that is America—before only faintly seen through others' eyes—was no longer a vague reality often alluded to but never fully appreciated.

The plains; the hills; the frozen majesty of the Royal Gorge; the deadly stillness of the terminals shrouded in darkness; the activity of St. Louis; the industries of Ohio; the painted beauty of sunsets over unaffected nature; the

sleeping Chesapeake Valley. These are pictures not easily forgotten or belied.

In the swirling, before-dawn mists of Sunday, December 5, we detrained at Camp Patrick Henry, Virginia, 777 EM and 33 officers strong.

Moving in and around the camp our ears were subject to the nostalgic strains of familiar carols. Christmas was but a few weeks off and the crisp, snow-laden air invigorated one. The motto of the camp, spoken some 150 years ago in the Virginia Assembly, gave one a morsel for thought. "Give me liberty or give me death." This bravery had not been diminished by time.

The day after our arrival Lt. Col. Cox and Capt. Stevenson left to precede us to our final destination. (It was learned months later that they had flown all the way to India.) Capt. Burnhart took command.

We entered camp with 777 EM—we departed on December 13 with 778.

Somehow, "accidentally", we seemed to have picked up one more man via the hospital cases and their replacements.

The unit was divided in two again. This time H&S Co. and A Co. constituted the second group, B Co. and C Co. the first.

On the morning of December 13 we climbed aboard our trains and moved into the port carrying our letter orders from Headquarters, Camp Patrick Henry, dated 11 December, Subject: Movement Orders.

We embarked; the second group aboard the "U.S.S. Samuel Huntington," under Capt. Burnhart, the first, aboard the "U.S.S. Tabitha Brown," under Lt. Bender.

The convoy in which the "Huntington" moved, crossed the Atlantic in an un-



SIGN SHOP and barber shop of the 1875th were combined. New headquarters sign is shown in the process of painting. Photo by W. F. Moerk.



FIRST B-29 to land on the Dudhkundi strip is shown here as it settled to earth on June 20, 1944. Photo by W. F. Moerk.

eventful voyage. Christmas and New Year's Eve were celebrated (?) with all the proper amenities that could be created in the hold of a Liberty ship. Chaplain McGeoch conducted religious services for both occasions.

Christmas dinner was everything that could be desired—but painted paper sprinkled with salt crystals does not make poinsettias nor a stench-filled hold, home. The pitching "Samuel" carried a much heavier load into December 26.

The depressed feeling did not long endure—the men took up boxing in earnest. After soundly pummeling each other, they engaged the Navy and Merchantmen. The Army won—decisively.

The "Tabitha Brown," in the squall that engulfed the Roads when she left port, missed the convoy's rendezvous and crossed the Atlantic unescorted. The sensations of the passengers can well be imagined when the little Liberty found herself alone on the high seas. She pulled into harbor at Casablanca on New Year's Eve. Despite the occasion and the immediate past—no one was allowed ashore. Meanwhile, the two companies that were not "AWOL" were wishing each other a "Happy New Year"—between the dips of the "Huntington's" seemingly peristatic motions. Also, they were wishing for many things—the most immediately desirable being the end of the voyage.

The "Tabitha Brown" left Casablanca on Jan. 1, joining the original convoy just outside the Straits of Gibraltar on Jan. 2—entered the Mediterranean in her proper place.

On the 3rd both ships carrying the battalion docked at Oran. We debarked and proceeded to Staging Area No. 2; were attached to NATOUSA.

Adjacent to the encampment lay the little town of Flourise, a sleepy—but not rested—hamlet typical of the French Colonies. In the unpretentious town square stood a memorial to the "valiant dead of 1914-1918," topped by the indomitable fighting cock.

Aside from the introspection aroused here (and also by Assi Beu Neuf), we enjoyed the tastiest oranges ever grown—Chamber of Commerce of Florida and California notwithstanding. Here, too, was enjoyed (?) the Mickey Finnish "Eau de vie de vin."

Twelve days later we left the staging area by motor convoy to begin the most picturesque part of our journey. We left the city of Oran for Algiers by the railroad cars known historically as the "Quarante et huite." We left in the cars, however, only after we had cleaned them of the remains of their former occupants. (Many have often wondered just how eight could have fitted in the small box-like affair). There were between 30 and 35 men in each of the relics and they had a splendid time of it. By careful plotting of the area, almost all of the men got to lie down at the same time. We arrived in Algiers on the following day at 2000 hours, wondering how it was done, and ready to perform in an old-fashioned "black face minstrel."

All along the route, through the foothills of the Atlas Mountains—little boys and girls would come running to the track-side. This plaintive and sometimes annoying cry: "Gimme bonbon Joe," was the first instance of utter poverty we had seen. Thin arms raised; thin voices pleading for "C" ration biscuits and candy. The war had been here. They would show its results and, perhaps, never really know what it was all about.

We left the railhead by truck convoy to go to the second staging area of the Center District, Mediterranean Base Sector.

Arriving as per usual, in the dead of night, we were permitted to sleep the few hours 'til dawn after we had drawn our beds. What a night!—a convoy a mile long spilling its occupants into a crowded square where harried supply men worked feverishly to "get out the beds" and what beds they were—straw mats about a quarter inch thick. These were "very fine," we were told. In our more composed moments that description was seriously doubted. We slept on them, though, and thought no more of it, except when the ground pushed through the weave.

Here in Algiers we visited, almost en masse, the home of Pepe Le Moko, the glamorous (?) Casbah. (Most thought it rather definitely malodorous.)

EX-CBI ROUNDUP

Possibly, the purpose of both of these "delays" was to recoup the strength of the unit. And to give the proper and complete medical treatment, impossible to have been given previously, to those requiring it.

On January 24, we left the staging area by motor convoy. Arriving in the city we embarked on the British transport "S.S. Nea Hellas."

Our unit was chosen to supply the M. P.'s for the voyage. Sgt. Daniel Whitlow, one of the sergeants of the guard, received the written commendation of the officer commanding troops for the exemplary execution of his duties.

This voyage, also, was an uneventful one, speaking militarily. We entered Port Said on February 1; passed through the Canal (getting stuck only once in the narrow channel); delayed a matter of hours at Suez and moved out into the Red Sea.

The enlisted personnel were quartered below decks—these were "elegantly appointed." Everyone was generously allowed enough room for a fair sized midget and told he was lucky.

A carry-over from North Africa that really enlivened the trip was our two pet monkeys. They gamboled about on the after-decks and were the only ones blissfully unaware of rules and rank. They were also blissfully unaware of their impending disaster. Faced with the situation of keeping the pets and being quarantined, there was no choice; the monkeys had to swim.

Rounding the tip of the Saudi Arabian Peninsula, we stopped for fuel and provisions at Aden on the ninth of February.

Again, the travel weary men felt the throb of the engines as the big ship began the last water-bourne leg of our journey.

While aboard the "Nea Hellas" we ate, or better we were served, more fish than seemed possible for the ship to carry. Bets were made as whether it was caught from the prow or stern—and whether it was dead or alive. Aside from this angle the diet was not bad—merely flat. For once, G.I. food seemed a delicacy and our cooks solemnly swore—that never would **they** serve such unseasoned food.

On the thirteenth of February the shimmering white rooftops of Bombay hove over the horizon. We docked at 1830 hours.

Here is where our mail really caught up with us. The bags were taken to two officers' staterooms and the work began. Roughly half of the officers and about 16 enlisted men worked until one o'clock in the morning to get the mail to its owners. How long after that they stayed

awake to read it is not actually known. The real power of "mail call" became apparent here as, perhaps, it never would again.

The following day we left the ship and were convoyed to a former R.A.F. camp at the suburb of Worli. Here we again emptied the sea-air from our lungs and took stock of the situation. Our strength was now 73. The difference from our original contingent lay all along our route—sick in hospital.

Bombay, itself, became for the days we were near it; the Mecca of the battalion. Everyone went in to see the sights, and gape at what they saw. The filth of the people and their hovels nauseated and yet, fascinated, one. There was on one hand fine, delicious food and the elegance of the Taj Mahal Hotel; and on the other, abject and utter poverty and disease in the heart of the city. Mother India spawned a wondrous thing when Bombay was borne.

We stayed at Worli until the 20th. On that day we motored into the city and boarded a Grand Indian Peninsula train, leaving for the North.

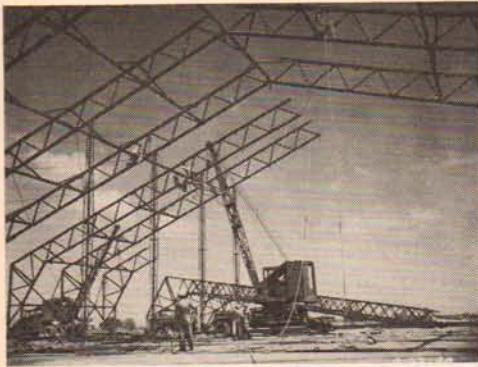
The accommodations of these cars were exceeded in their quaintness and primitiveness only by the venerable and musty 40 and 8's of Africa.

The one thing that has a continued interest and appeal to soldiers is food. It wasn't appealing on this trip. Twice a day the little engine gasped to a halt and we dismounted to eat what we could of the food served. The fact that we ate but twice daily gave the food a savoriness it never could possess of itself.

We traveled east and north until, on the 24th, the little hamlet of Surdiah was reached. Throughout the trip, a phenomenon of Africa repeated itself. "Bakhasheesh, s a h i b"—"Bakhasheesh,



COMPANY STREET of H & S Company at Kalikunda, India, as it appeared in August 1944. Photo by W. F. Moerk.



FIRST HANGER for B-29s under construction at Dudhkunda. Photo by W. F. Moerk.

sahib." The cry had the same tone, same meaning; the language was different from that of Africa but poverty generates the same results in all.

We detrained, climbed on our trucks and traveled the few miles to Camp Dudhkundi—our first final destination.

Col. Cox and Capt. Stevenson, here since late in December, rejoined us and assumed their positions. Lt. Zimmerman was still at Calcutta, some 80 miles east of us, having flown there from the N.Y.P.E.

Upon arrival we were all informed that ours was the task of constructing an airdrome capable of serving the new Superfortress, the B-29. The site was that of a former R.A.F. medium bomber strip. The job, officially known as Project No. 413, would not be an easy one. It was an important one and had all the characteristics concomitant with importance. This was to be one of a group of airfields, all being constructed simultaneously, to put into effect the Matterhorn or Twilight Plan of air-ground offensive against Japan; the Western prong of a gigantic pincers movement.

Part of runway and all of the domestic buildings were to be constructed by the Indian Central Public Works Department. They had already begun their part. Those buildings already completed were to be our quarters. From there on it was "our baby" and we had only until June 30 to finish it.

What a "baby" it was. The final dimensions of the runway were 7,500 feet by 150 feet; that of the taxiway, 8,530 feet by 60 feet. In addition—there were to be 27 "doughnut" hardstands capable of holding 42 B-29 aircraft. The taxiway hardstand pattern was said to have been developed in China.

For the duration of our work here we had been "loaned" by the USAAF to the

SOS-CBI; specifically, to District No. 10 of Engineer Division No. 1.

There were a few contingencies to be overcome, however, before we could begin operations. Our heavy equipment, having left the U.S. from another P.O.E., had not arrived with us. In fact it simply hadn't arrived. To facilitate its early appearance at the work site, it was necessary that every ship, carrying it to Calcutta, be met by one of our motor convoys. The departure and arrival of these caravans became commonplace.

Meanwhile, the few trucks that we had, not engaged in this work, were supplemented by others from District 10 and put to use hauling sand, gravel and cement.

The time we had been given demanded a high rate of concrete-placing, to say the least. Some sort of batching plant was necessary. But, of course none was available and "improvisation" was the only solution.

An old firing-in butt was found to be conveniently located and, after the reconstruction and remodeling were accomplished, this was our batch plant, an ingenious adaptation conceived and built with materials at hand. Four one-year mixers were installed and what was to be known as the "bitching plant" stood ready.

The men primarily involved in carrying out the design of Capt. Stevenson and Lt. Stultz of the S-3 section, were Lt. Silverstein, Sgt. Paul Williams, T/5 Nor-gan and Pvt. Wagner of Company C. They were the individuals responsible for changing the name from "batch" to "bitch." Here, too, was the birthplace of Sgt. Williams' classic remark; "I wonder which will wear out first—the men or steel?"

The answer is simple. The mixers were constructed to deliver 5,000 cubic yards before a major overhauling became necessary; they delivered 85,000 cubic yards. Of course at the end of the operation the motors in them were anything but what they started with—even a rotary-tiller motor was employed. And the men—despite the cement burns and inflamed eyes and membranes—walked away from the job. They needed new (and larger) shirts but the condition was more than pardonable. The sweating muscles had outlasted the steel.

To this plant came a steady flow of trucks, night and day, hauling tons of sand and gravel. "Sand" and "gravel" are a bit vague—it was, eventually to be 30,000 cubic yards of sand and 60,000 cubic yards of gravel.

Water, another sine qua non, was pumped some 2½ miles from a small stream, dammed for this purpose. The

EX-CBI ROUNDUP

Service Record of a CBI Unit

problems of maintaining an adequate supply of "panee" at the plant continued during its entire operation.

When we arrived, roughly some several thousand tons of cement were on hand, stored in native "go-downs." We were to require—both for our own use and that of the C.P.W.D. (whose needs we had to supply) slightly less than one half million bags of it. Further—it had to be trucked in from two railroad sidings—one at Surdiah, eight miles away; one at Kalaikundi, 12 miles away. There really isn't much more to say about cement. The truck drivers have their opinions—but they are best held in abeyance.

At this time there were a few sidelights to the whole picture. A few jobs had to be done "while we were waiting." The district's siding at Kalaikundi was a busy place. It needed men to unload the daily freight trains—we sent them and took charge, breaking all previous records for quantity of material and unloaded in a 24 hour period. The airfield at Charra required a 4,000 foot by 60 foot parking apron of pierced plank—we laid it. Utility service roads were necessary at Surdiah siding—we built them. The hospital at Kharagpur desired several pre-fab huts—we erected them.

Native coolie labor under C.P.W.D. direction was to be employed in lavish style. This necessitated the appointment of Lt. Kintz as liaison officer with C.P.W.D. to "straighten out" and correlate their efforts with ours. Supervising the placing of these thousands of hands was his own particular headache, one equal to many bottles of aspirin.

Mr. McWilliams also had a "native problem" on his hands. His was the task of procurement and management of all coolies hired directly by the various companies to supplement their own personnel. "Sahib Mac" and his "I Company" (really a battalion, since there were more than 700 of them) were the "characters" of the area.

This coolie labor became, actually, essential to our work. Even if it required several of them to replace a G.I., that G.I. was available for the more technical aspects of the work.

Payment of these natives was a ceremony to be watched. Payrolls were certified by the expedient of thumbprinting the individuals. Exactly how Mr. McWilliams distinguished one coolie from another will always remain a mystery of the Orient.

By the 20th of March, the motor pool moved from its location to a larger one. The number of vehicles could no longer be contained in the old site. The heavy equipment was due in and it, too, would

require room for servicing. Over 180 vehicles and some 50-odd pieces of construction equipment need a little room.

Lt. Magnuson of H&S Company and his crew performed work that even the word "Herculean" would belittle. They worked on to finish their job and "time" or "hours" meant nothing. When they began, on April 17, the first concrete splashed on the wheels of a grader; in two weeks time, the concrete crew could barely keep a thousand feet behind the equipment.

The question of forms had its own little angle too. The runway was to be built over that formerly used by the R.A.F. and then extended. Where it passed over the old one, only six inches of concrete were necessary, the rest of the installation would require 10 inches. Steel forms had not arrived and again it was necessary to improvise.

B Company was given the task of making 8,000 lineal feet of wooden form and necessary supports for the six and ten inch placement.

The brains and ingenuity of Lt. Colclough and S/Sgt. Arrowsmith were applied to the solution of this problem. The "factory" that they set up to accomplish this would do credit to Henry Ford—mass production features were employed throughout and real monsoons of sawdust were sprayed over the area.

Then the concrete-placing progressed toward its goal, a total of some 86,000 cubic yards. C Company was given the job of mixing and B Company that of placing the concrete. The chart that showed our daily output had its ups and downs—usually they were up; it had to reflect an upward trend. The day it really went off the paper was June 12—2,015 cubic yards were placed in 20 hours, 1,049 of them on the first 10 hour shift. Our weekly high output was 13,000 cubic yards. The daily average placement for the entire period from April 19 to June 30 was 1,160 cubic yards. Truly a record anywhere with modern equipment— notwithstanding the difficulties of climate and improvisation.

In addition to this mass of concrete to be placed, it was the battalion's duty to erect the technical facilities and utilities for the new field. A Company drew this assignment. Three Butler combat hangars, one Macomber ordnance building, and 110 pre-fabricated huts had to be erected. One of the hangars went up in the short space of seven days. Lt. King and his 1st Platoon of A Company were the men who performed this feat.

Some 160,000 feet of electrical wire had to be strung from five power houses feeding approximately 2,500 sockets in over 200 buildings.

To make all this a camp, 25 miles of access roadway, in addition to the existing R.A.F. taxiway, were constructed.

Every phase and aspect of the complex picture "conked out" at one time or another—but not for long. It wasn't permitted.

The major "minor" difficulty that was experienced was in the motor pool. Having to operate 200 vehicles, an acute shortage of manpower evidenced itself. Local Indians were used for a time to supplement the soldier-drivers but they proved, in almost every case, unsatisfactory. Still, every truck was rolling where and when it was needed.

Lieutenants Brooks and Johnson of H&S Company's repair and heavy equipment section were the harried leaders of an equally harried crew of men who wearily worked nite and day to maintain the builders. They were, at times harder to find than the proverbial needle in the haystack. It was their only defense.

To keep them rolling, gasoline had to be trucked into camp—160,000 gallons from Kharagpur; 80,000 gallons from Kalaikundi. The heavy equipment, meanwhile, consumed 25,000 gallons of diesel fuel—this also was hauled from Kharagpur.

An amazing thing about this entire job was the unusually low accident rate and the complete lack of facilities. There were accidents, of course, and men were injured—but they all recovered.

The only changes in officer assignment were the assumption of command of Company C by Lt. Colclough when Lt. Hedden became assistant S-3 replacing Lt. Stultz who went to Company B. This change occurred on April 22. Capt. Jones became the battalion surgeon in May when Capt. Jackson was reassigned.

Only one man lost his life—and he while on DS to Panagarh. T/5 William S. Jackson was fatally injured by a falling piece of well-drilling pipe. He died on the 19th of June in the 30th Station Hospital, Panagarh. The body was interred at the Ondal Military Cemetery.

The ideas, attitudes, and ideals of this unit are made of those held to by the men that make up its complement. No tale of what it has done would be complete without full measure being given to them.

For the first few days after our arrival the attitude of the men toward the local animal life was such that the Japanese were relegated to second place in their loathing. When a goodly number of cobras, kraits, and other assorted reptiles had been eliminated the Nips then returned to their former station.

The birds, however, could not be done away with as could the snakes. The men of H&S Company, especially, blessed the creatures. Their mess hall had burned down on March 5 and they had to eat more exposed to the "air-attack" than any other company. For a while, it was not uncommon to see someone grasp his mess kit to his bosom and run frantically to shelter—pursued by the kites and crows—shrillingly protesting against such conduct.

T/4 Stephen A. Onocilla, for his heroic rescue of Pfc. Albert West from the mess hall fire, was awarded the Soldier's Medal. His actions probably saved Pfc. West's life and reflected credit to the service.

The men became accustomed to seeing groups of the over 3,000 native coolies trudge slowly and solemnly from mixer to form, trays of concrete balanced on their heads.

They became, more or less, accustomed to the scanty attire of the natives; their customs and habits. The manner in which one basic natural body function is performed, however, was the most difficult to fathom.

For recreation, we had movies three times a week; that is, we had them when the projector wasn't temperamental. We even had a USO troupe visit us. Two English girls and three soldiers comprised the unit. Their stage was the bed of a 20-ton trailer; their spotlight a headlamp on a crane—but their audience could not have been more appreciative.

Mail from home continued to be Manana from heaven—even when Christmas packages arrived in mid-April.

And when the P.X. rations came—more than a few of the boys were transported to the Elysian fields.

Snatches of Bengali were now interspersed with our daily vernacular. The native vendor no longer got what he asked for his wares—the value of the rupee had risen in our eyes.

The division engineer, Colonel P. F. Kromer, visited us on May 11, 1944. His report to General Godfrey, the air engineer, was one of straight-forward commendation. He termed the 1875th "the best all-round outfit" working on the Western Bengal airfields.

General Godfrey concurred in that opinion expressed by the colonel.

Keynoting our entire operation was the underlying spirit of "cooperation." This project would never have been completed by even 1,200 men, much less the 760 available, without a finely dovetailed correlation of effort. It is to the lasting credit of the individuals concerned that this condition was present.

The airfield was to have been ready for use by June 30. In the afternoon of June 20, however, it looked good enough to a B-29 pilot and he landed. On finding out that this was not the field he thought it was—he immediately took off. Thus it was the first plane to use Dudhkundi—did so in error! From that date on, planes came in daily.

The last day of June came around and the field was ready. A few minor details had to be taken up—roughly a week's work, polishing off the place, as it were. But, the Air Corps came in and the "1875th" moved out to Kalaikundi, per directive from District 10.

Full of confidence and a sense of accomplishment the unit could, when given its new job, say: "Another field? Teekah, sahib"!!!

Much of the confidence went by the board when we looked at our new campsite. Monsoon mud, well churned, and canvas tents (British type) drooping in the rain—they were to be our "homes." Nonetheless, we bunked down and started to work on the second of July. It was an adventure in gymnastics to journey from tent to messhall—but we worked.

Kalaikunda Air Base consisted at that time, of an ordinary 5,000-ft. runway and a few assorted pierced-plank hardstandings. One Butler combat hangar had been erected but there was no way for the planes to reach it.

From this base operated three ATC squadrons of C 46's, hauling aviation gas, and other supplies, over the "Hump." Soon the field would be home, also, for some 60 C-109's, specially adapted B-24's.

Our job consisted of extending the runway 1,500 feet; building a turning circle, and a solid parking apron 3,500 ft. by 380 ft.—suitable for use by the above aircraft.

This concrete placing was difficult from the old "bitching plant." We had three Blax-Knox aggregate batch plants and, in addition, four 34E Foote pavers. To complete our mechanization—two spreaders and two finishers were issued to us. The only improvisation was the adoption of one of the batch plants for use with cement.

We moved, roughly, some 189,000 cubic yards of earth and placed 37,700 yards of concrete. Nothing further need be said other than the fact it really looked impressive to see that wide expanse of concrete.

The planes took to it like ducks to water. The C-109's came in two days earlier than anticipated. We had been given but a few hours notice of their arrival and had to lay a temporary pierced plank taxiway from runway to parking

apron. Naturally, it was waiting for their use.

Concurrently with this, the main job, as area engineers we were installing, extending, and maintaining the utilities of the base. Water and power systems and seven miles of access road took up most of the man hours.

Paving was put on a three shift per day basis. Each of the letter companies took their turn on the "day," "swing," and "graveyard" shifts. All of them complaining bitterly about "the way Co.—left the equipment." And each leaving it precisely in the same manner themselves, protesting it was immaculate.

Our B.S.O. had its hands full trying to cope with running the railroad siding. Tons upon tons of sand, gravel, steel, lumber and cement came in and the S-4 section handled it all. For awhile we were ankle deep (head first) in cement and then, proverbially, we sat around waiting and wishing "for the cement to come in."

Not being the type to sit in the mud, we had improved our camp. Every tent had a concrete floor, pre-fabs were erected for the essential facilities, and we had our own well-distributed water system. It was rather a good camp we left to the Air Corps.

One last phase of the job was the erection of two Butler hangars—one by "A" Company and one by "C" Company. July 14 witnessed the exchange of positions by Capt. Burleson, who assumed command of "A" Company, and Lt. Northrop, who became C.O. of H&S Company. Two weeks later, there were eight more changes in the officer assignment picture.

Captain Jones received an assistant in the person of 1st Lt. Charles Polivy who joined the unit on the 22nd of August.

At this time the new Tables of Organization, 5-415, 5-416 and 5-417 of 15 May 1944 went into effect in our unit. Personnel and their rank, armament, and equipment were somewhat altered.

Our trusty half-track and 37 mm AT gun were no longer to be with us. In their stead, we were to be issued the M-16 multiple gun carriage, rocket launchers (bazookas), mine detectors, and 60mm mortars. Actually, we were better armed.

Most important of the changes in equipment allowable were the issuance of a D-7 tractor, an oxyacetylene welding unit, and an eight yard scraper to each of the letter companies.

As for personnel, the total number of enlisted men was decreased by one; that of officers increased by two. H&S Company lost one EM and gained one officer.

The other officer was to be the assistant S-4—both 2nd lieutenants.

Also listed under the provisions of the new T/O were the following: The S-3 was to be a major, his assistant, a 1st lieutenant; the adjutants—S-2 was to be a captain, and in the medical section, one captain, MC, was substituted for by one 1st lieutenant, MAC.

One other War Department change must be listed here. Circular 201, 22 May 1944 provided for the deletion of all basic soldiers over and above five per cent of the total strength. This was to mean the loss of a considerable number of men.

On the 23rd of September, the entire area was placed in the hands of the 853rd Engineer Aviation Battalion. We got ready to move again.

We had had some "free time" at Kalai-kundi—it was well used.

During our stay here many of the men had an opportunity to visit Calcutta, the city below sea level. There were good steaks and ice cream at Firpo's. Also there were the abominable stench and squalor that surpassed any we had ever seen. Bombay was clean compared to this city.

They were fascinated by the unique burning ghats with their ritualistic mashing of the deceased's head before incineration.

Calcutta was a city—different from the small town of Kharagpur and vastly so from those in the "Remembered Land." Even Jamshedpur—the Pittsburgh of India (travesty on Pittsburgh), was cleaner, much better ordered than her big neighbor.

Rest leaves came into being, too. Quite a number of the men and officers had the opportunity of spending two weeks at the camp in Jalapahar, high in the Himalayas. Here was scenic beauty to capture the imagination. Lofty peaks—dominated by Mounts Kichenjunga and Everest, looked down on little villages whose inhabitants hadn't changed their customs since the coming of the English. And the Darjeeling-Himalayan railway, a feat of engineering if there ever was one. Interesting to note its owner—the N. Y. Central System. (The Commodore's interest had ventured far from the Hudson Valley.)

It was pleasant to feel cool, be free of mosquitos, drink milk, and relax. Two weeks were just about right—then back to the plains and our task in the war effort.

We started moving to our new assignment, Advance Section No. 3, Ledo, Assam, on 29 September, in accordance with a radiogrammed G. O. No. 148, Theatre Headquarters, New Delhi, dated 20 September 44.

Companies "A" and "B" sent their vehicular convoys on their way at 0600 hours, 29 September. Company "C" and H&S Company sent theirs at 0600 hours, 30 September.

The remainder of the troops, except those men of H&S Company and one platoon of Company "A", needed for handling the heavy equipment, departed from Kalaikundi at 2200 hours on the 30th.

Arriving in Calcutta the following morning, this troop train left at 0630 hours for Parbatapur where we changed from standard Indian guage to meter guage on 2 October. We had had some marvelous experiences on trains—none of which surpassed this "Toonerville Trolley" for cramped quarters.

These midget cars bounced their rattling way to the barge station at Gauhati, arriving there in the early dawn of 3 October.

At 0630 hours we loaded on a barge and were ferried across the Brahmaputra River. Naturally—in view of its muddy, turbulent condition—this river became in our minds, the "Brahmaputrid."

Once across, we marched to the British Portsmouth Camp at Pandu; breakfasted and then again boarded a wreck on wheels; departed at 1300 hours.

Margherita, Assam, was our next stop—then to the staging area of Advance Section 3. We set up our temporary camp on 5 October.

While here, our convoys joined the unit.

All four convoys had followed the same route—Company's "C" and H&S one day behind Company's "A" and "B."

The itinerary of A and B was as follows:

Departed Kalaikunda on 29 September and proceeded to Ondal Air Base thence to Barrackpore on 1 October. Entrained for Siliguri; arrived there on 3 October. Then detrained, crossed the Jaldhaka River, motored to Gauhati, and crossed the Brahmaputra via the same barges the troops had previously used. The convoy then proceeded to Tensukia via Chabua. At Tensukia, the vehicles were again loaded on flatcars and moved on the last leg to Margherita, arriving on the 10th of October.

The heavy equipment, meanwhile, was prepared for movement and the first section left Kalaikunda on the 11th of October. It was delayed 24 hours at Dum Dum, departed from there on the 13th of October for Sandahar. Changing to meter gauge here, it was delayed for three days, then moved on to Gauhati and crossed the Brahmaputra on the 17th; continued on to Margherita—pulled into the siding on the 19th.

Only one mishap occurred on this trip. Between Pandu and Margherita the train was cut in half to go up a very steep grade. The brakes failed to hold the parked cars, however, and the next morning the startled men found themselves back only eleven miles from Pandu—and without the mess car. Fate had been kind, no other train had been scheduled behind them or an amusing incident might have been tragic.

The second section encountered the same delays but not the incident of the first.

All of the battalion had a sort of a reunion at Ledo and prepared to go to their respective destinations.

While at Ledo we lost two officers and gained one. Lt. Weiner was assigned to Engineer Division No. 1 and Lt. Hunter went to the 930th Engineer Regiment. Lt. Francis E. Burke was transferred to us from the 1883rd Engineer Aviation Battalion and assigned to Company "B".

Company "B" was the first to move out of Ledo—they left there 9 October. They encamped on the night of the ninth at Shimbwiyang and proceeded on to Tingkawk—Sakan. That night, the 10th, found them encamped there.

Lt. Williams and his men, with their vehicles, had arrived at Ledo at 0500 hours on the 10th—to catch their company, they left at 0700 hours and arrived in Tingkawk-Sakan on the 12th.

Next to depart from Ledo was Company "A", which left on the 12th of October. This company also followed the same route and procedure as Company "B" and arrived at Tingkawk on the 14th where they set up a temporary camp. Three days later, having cleared a site 13 miles south of Tingkawk, they moved to their permanent camp.

Company "C" left Ledo on the 20th of October and continued on the route of "A" and "B" Companies. This convoy was the only one in which a serious mishap took place. While en route, two trucks collided and seven EM were injured. There were no fatalities, however, and all men returned to duty in a reasonably short time.

This convoy arrived at the "A" Company area on the 21st of October, stayed overnight and moved 12 miles further south to their permanent camp at Warazup.

H&S Company, the last to arrive at Ledo, was the last to leave. Departing on the 1st of November at 1430 hours, the convoy followed the previously described route and arrived at Tingkawk-Sakan at 1215 hours on the 2nd.

To facilitate our movement, all personnel were carried in Q.M. trucks, loaned to each company for this purpose.

Road building was a different type of work, but a welcome change. The battalion had been given the 25 mile stretch from Tingkawk to Warazup, that is from mile mark 164 to 189. B Company, H&S Company, A Company, C Company, in that order took their stretches from north to south.

To attempt to delineate all of the particulars of the work accomplished would be needless. Suffice it to say that all companies maintained, rebuilt, straightened, and graveled the road, constructing bridges and culverts as they were required.

"B" Company worked on the bridge over the Tingkawk River. "A" Company, completed an H-20, two-way bridge over the Hkwanglaw River, and cut pilings for another over the Mogaung River.

"C" Company built another H-20 bridge over the Namsang River. In addition to working on the road itself, this company converted a small fighter strip into a transport and light bomber field. They applied an asphalt coating to 147,555 square yards of the runway and airport area.

Two major changes in the contour of the road need mentioning. One was made by "A" Company—a two mile new section that required the movement of 26,260 cubic yards of earth. H&S Company moved 27,138 cubic yards in a cut thru a hill to realign the road.

When we arrived, the road was a fair dirt road, 20 feet wide. When we left, it was a good graveled road, drained and 33 feet wide.

Here we lost three men, two to disease and one the result of an accident.

Pvt. William Fox Lindgren died in the 263rd General Hospital, Calcutta, as a result of a tumor on the liver, on 29 October 1944. He was interred in Calcutta.

Sgt. Charles L. Tubbs was killed by falling debris after an explosion to clear the right-of-way on the road near Tingkawk-Sakan. His death occurred on 23 November. Burial was in the military cemetery, Ledo, Assam.

T/5 Robert N. DeGarmo died of cerebral malaria on the 19th of October. His was the only death due to tropical disease since our arrival overseas. He, also, was buried in the military cemetery at Ledo.

While we were building this section of the road, we saw a first-class U.S.O. troupe for the first time. Pat O'Brien and Jinx Falkenburg were touring the area and the men of "B" Company had the pleasure of their company at supper on November 17. The other companies heard of this and the mess hall was overflowing with the visitors.

One noteworthy change of officer assignment occurred here. Capt. R. H. Cipolla, adjutant, and Capt. J. N. Bender, commander officer of Company "B", exchanged duties on 5 November 1944.

We were just at the point where the desired end of our work was in sight, when we received orders to move on to the Bhamo Road. A colored engineer regiment from the Persian Gulf Command was to complete and maintain our section.

First to head southeast was "B" Company. Lieutenants Williams and Burke had moved out with their advance party on 27 November. On the 29th of November the rest of the company started their journey.

The road over which the trucks crawled was a drivers' nightmare. The air was thick with dust for miles. Soft, silty sand thru which tires mashed their way.

Then the most precipitous stretch of road vehicles were ever asked to cross. Finally, after an overnight delay 35 miles from Mogaung, the convoy continued on its way to Myitkyina, arriving there at 1030 hours the morning of the 30th of November.

They refueled the vehicles and crossed the lately-contested Irrawaddy River on pontoon rafts. Once ashore, the trucks that had been borrowed from the other companies were unloaded and sent back. The others were reloaded and set out for a point some 90 miles south. These vehicles were to return and pick up the men camped on the river banks.

It was contemplated that the trucks would return in three days. But such contemplation did not include the terrifically difficult travel conditions. It wasn't until 4 December that these trucks returned. Then all personnel, save one platoon, were loaded and again the trucks headed south.

This country through which they passed had only recently been abandoned by the Japanese. The signs of the fighting were unmistakable everywhere. Other than the terrible road conditions, the trip was enjoyable and grandly scenic.

The convoy arrived at Myothit, its campsite, at 2330 hours 4 December without mishap.

Just as soon as the Hkwanglaw Bridge was completed, Company "A" moved across it toward Myitkyina. Lt. King had taken the advance party out on the 28th of November and five days later the company followed.

This convoy spent the night of 3 December on the banks of the Mogaung river. Early the following morning, it started to "Old Mitch." Arriving there at noon, it was ferried across the Irra-

waddy but due to the amount of traffic over the river, was so delayed that an overnight encampment was necessary at mile mark 19 of the Bhamo Road.

December 5 the convoy completed the last leg of its journey and pulled into Dawhpumaung and its semi-prepared camp.

Following close behind "A" Company, came H&S Company. Lieutenants Magnusson and Luallen had started their heavy equipment convoys on their way on the 2nd, 3rd, and 4th of December, while the remainder of the personnel pulled stakes on the 5th of December.

Lt. Solomon was waiting, with the advance party, at Nalong for the company and Company "C" welcomed the heavy equipment on their job east of the Irrawaddy River. December 7 saw H&S working in earnest at their new camp on the banks of Mole Creek.

Last to leave the Ledo Road for the Bhamo Road was Company "C". Lt. Silverstein and an advance party had left Warazup on the 29th of November for Myitkyina. Lt. Hunt followed him with 59 men on the 7th of December. Five days later 40 more EM and Lt. Johnson moved. The remainder of the company left on the 14th of December.

"C" Company had to sort of "ease" into this movement both because of the lack of transportation and the necessity for finishing the Warazup air strip.

Each company, again, was given a section of road to improve and maintain. H&S Company was assigned from mile mark 63 to mile mark 70.5; "A" Company mile mark 70.5 to 80.9; "B" Company, mile mark 80.9 to 83.5. "C" Company was far removed building 14 miles of a new cut-off road to form the new junction of the Ledo and Bhamo Roads.

Here was a repetition of the Ledo, only more so. All the companies bent to the tasks of widening the trail into a road. Improving grades, blind curves and mud holes that really were swamps. Thousands of feet of C.M.P. culverts were installed.

In addition to this general road work, Company "B" cut pilings and prepared the sites for two Bailey bridges (150 ft. and 120 ft.), which were hauled from Myitkyina and installed.

"A" Company cut pilings and prepared the sites for three Bailey's, (170 ft. and two 70 ft.), which they hauled and erected.

"C" Company was given the honor of completing the 14 miles of road to form the new junction of the Ledo and Bhamo Roads. While on this job they cleared 10 miles of the jungle, completed to grade 5.5 miles, and graveled one mile before moving on. They built three two-

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way timber bridges and drove the abutment pilings for a 120-ft. "double double" Bailey bridge across the Irrawaddy. More would have been accomplished were it not for the worn-out condition of the earth-moving equipment—it simply was old. At this point, Companies "A" and "B" of the 1905th Engineer Aviation Battalion took over the job and "C" Company prepared to go further down the road.

But not before they played host to the famous baseball players, Luke Sewell, Dixie Walker and Paul Warner, on December 7.

All in all, we had moved several thousands of yards of earth, straightened and widened dozens of curves, and drained it all.

Traffic, when we first arrived, was a mere handful of vehicles. Occasionally, a lone truck would pass. Then the road became passable—temporary bridges and fords had been built and the convoys started thru.

A Chinese armored division passed by on its way to the Jap pocket-of-resistance at Bhamo. We were beginning to see some signs of the coming large scale offensive in Burma.

Bhamo fell finally and the Bhamo Road began to look like a Greyhound terminal in pre-rationing days. Chinese and Indian troops, pontoons, bridges, food, and other supplies moved on to the fighting forces besieging Nankham. We were expediting the deliverance of the goods and no convoy was ever delayed on our stretch of road.

December 13 rolled around and with it, completion of one year overseas service. Most had forgotten the anniversary—save H&S Company who celebrated appropriately with cake and everything else in our rations that could be made somewhat "special."

Then came Christmas, our second outside the United States. Despite the urge to shed sentiment, most felt the pangs of loneliness, mental fatigue, and memory. Our beer ration had come in, however, and at least part of the holiday "board" was present. The men of the various companies built their "Christmas trees." Weeds, bushes, burlap, wrappings off packages from home, a few bulbs—these were the materials. A sad comparison to yesteryears.

But—we were grateful for many things. Units of the Mars Task Force were marching past our areas as night fell on Christmas Eve. They were, as they themselves termed it, the 124th Cavalry, dismounted. They had marched a long way; had further to go. No mail, no "specials" for weeks.

They had a morose view of the holidays, the war, the future.

Men suddenly wanted a truck or something "to get wood." Back they came, loaded with cavalrymen. Those trees looked marvelous—the light in their eyes proved that. Everybody joined in a happy holiday mood to eat, drink, and sing the old songs. For some reason, men away from home can't sing carols, and the songs soon changed. We had been extremely fortunate in the number of packages we had received. There was candy and cake galore—at least half if it went down the road with those men. Then, much later to the tune of "On the Road to Mandalay," the cavalry moved on down. A little, elderly gent who had enjoyed himself hugely took time to thank us all for our hospitality; we felt amply repaid. Then a lieutenant said to him, "We're ready, Colonel." For one night, he had been just a G.I., as lonesome as any.

The year was drawing to a close, the work was well in hand, but tragedy had yet to strike. T/5 Arthur J. Good of "B" Company drowned on the 30th of December, in the Namping River near Byothit, Burma. After days of searching, his body was found and later interred in Myitkyina.

Looking back over the 12 months we could rightly feel proud of our efforts. We had a bronze star on our Asiatic-Pacific ribbon for our part in the India-Burma Campaign. True, we had received no other decorations, as had others, but we did have the written commendation of every commanding general and officer under whom we had worked in Bengal.

The normal changes due to time were occurring. We were not quite the same group who had come overseas.

And on the fourth, Captain M. H. Jones was assigned to the 234th Medical Dispensary, replacing Capt. Orval N. Hooker who joined our unit.

Only one incident need be mentioned to complete the picture. A soldier of Company "B" and a Chinese had an altercation, which the Yank definitely won. Reports of this unhappy occurrence reached the Chinese commanding officer. Almost immediately, "B" Company was surrounded by all the weapons in the regiment. Only some fast, cogent arguments prevented the wholesale shedding of blood. At that, shots were fired thru the company area but nothing could be done. Our allies must stay that way.

We prepared for the second year of foreign service wondering what it would bring. The general idea was: "Let it come."

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Come it did, just as prosaically as all other periods of time had come to us. New Year's Day, traditional time for revelry, was, of course, celebrated in a definitely curtailed manner. By and large, it was simply a day on the calendar separating December 31 from January 2.

Up near Myitkyina, Company "C" was busily finishing their reduced road assignment and preparing for their move to the 98 mile mark of the Bhamo Road. Despite the aforementioned difficulties with heavy equipment, they had moved some 111,315 cubic yards of earth from ditch sections to fill the road bed.

The company left the 12.5 mile mark on February 1 and moved into their new camp at the redesignated 353 mile mark of the Ledo Road.

Lt. Darrell W. Stultz of this company left the battalion on January 8 and was reassigned to the 849th Engineer Aviation Battalion.

At Nalong, H&S Company was also finishing assigned tasks. They hauled 5,000 cubic yards of gravel from their pit located at mile mark 63. The usual work of installing culverts, grading and backsloping went on while a new campsite was being readied. The company moved to the 94 mile mark on February 2.

They were replaced at Nalong by units of the 1883rd Engineer Aviation Battalion.

B Company, at Sihet, continued their work of building, re-building and maintaining their stretch of road. They hauled 6,000 cubic yards of gravel to the road and cleared along their route for subsequent widening operations.

While here, adjacent to the 209th Combat Engineers, Company A, they "borrowed" the material for a stage from their neighbors. The stage was to be used for the appearance of an E.P.V. and the Canteen Caravan.

At Dawnpumuang, "A" Company continued their work on the stretch of road that really needed speed control. They hauled 3,500 cubic yards of gravel to their road and moved some 4,000 cubic yards to eliminate the tortuous hairpin turns in their area.

Blasting was started and, during the latter part of January, used over $2\frac{1}{2}$ tons of explosives on stumps and rock walls. In addition, the customary maintenance and installation of C.G.I. culverts continued. This company also built two-way 35 ton timber bridges but, before month's end, had to replace them with culverts.

Our medics had a trying job on their hands. Two men of the detachment were serving with each of the letter companies and the remainder with H&S. The officers

contracted a disease they couldn't cure—"Jeepitis"—attending the sick of the companies.

They also furnished medical and dental service to the 709th PD Company and the 115th Ordnance (MM) Detachment.

Their report on the health of the battalion showed no cases of venereal disease and but nine of malaria.

During most of January the battalion's enlisted strength was decreased by 32. Most of these men were transferred on the 10th to Air Service Command's China bases.

February first saw H&S Company settled in their new area, overlooking the Taping River. The knoll on which they camped had, at one time, been part of the Japanese defensive system along the river. For a while, the only unpleasant aspect to their location was the fact that the convoys of horses and mules passing by camped overnight under their noses. With opening of the Bailey suspension bridge, however, the road by-passed their area and with it, the animals.

Their work consisted primarily of two phases. One was the operation of two shifts on the low ground section of B Company's area. (B Company taking the remaining shift.) On this job, approximately 100,000 cubic yards of earth were moved in cut and fill operations, raising the whole road level.

The other phase of work involved the building of a new 6,100 foot road from Myothit to the 209th suspension bridge. This job was solely H&S's. In addition, they assumed all maintenance to heavy equipment on both jobs.

B Company, now at Sihet, continued its work both in conjunction with H&S and on its other sections back toward A Company.

On the 18th of February, they moved their camp to higher ground at Pangoak, a few miles north of their former location.

Their trucks hauled approximately 5,000 cubic yards of gravel to the road and extended various culverts to conform with the new road alignment.

From the most rearward to the forward Company—"C" Company was encamped at Ziabnik, mile mark 353. Immediately after encampment had been accomplished, they set about their work on the stretch from mile 349 to 356. The normal blasting and dozing began and some 20-odd C.G.I. culverts installed to make the old British-Burmese one lane trail into a road.

Lt. John W. Hunt was the victim of a near-tragedy on February 22 at this location. While swimming in a mountain stream in the camp area, he failed to make the shore. Only the quick action of

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Privates First Class Mariano Correia and Homer Baird saved him from drowning.

Now the rear unit, "A" Company continued to perfect their road. The work consisted generally of extending culverts and knocking off knolls here and there to improve the road's capacity for traffic. Blasting continued to the extent of more than three tons of explosives and over 6,000 cubic yards of gravel were spread on the road.

Looking at the whole picture for the time considered—there are several things that all held in common.

The food situation was relieved somewhat by the hunters of the battalion. Deer meat became quite common in all messes and was revered for what it was—the next best thing to U.S. beef.

The native poultry raisers' wares were also purchased by individuals who had grown just too tired of the powdered variety.

We embarked on a training program—tactics of combat, defense against air, chemical and mechanized attack and familiarization with organizational weapons. Enough said on that subject.

Inasmuch as we were, apparently, to stay in our present areas for the rainy season, a program of building was instigated. All companies began to sprout building—"A" Company leading every other—floors under all tents and even a barracks.

Athletic activities sprung up throughout the battalion—volleyball and basketball courts were erected for the use of the men in their spare time. "A" Company again stealing the march by rigging up a lighting system on theirs.

General Order No. 35, Headquarters, Army Air Forces, India-Burma Theater, APO 671, dated February 1945, awarded our commanding officer, Lt. Col. Cox, the Bronze Star for "meritorious achievement in connection with operations against the enemy during the period of 24 February 1944 to 20 November 1944." Dudh-kundi wasn't completely overlooked.

By month's end, our loss in enlisted strength since the beginning of the year had climbed to 47. Five of these transfers were effected under very pleasant circumstances. M/Sgt. Delbert W. McBeth, 1st/Sgt. Daniel E. Whitlow, S/Sgt. John R. Woolridge, T/3 Lewis M. Ellsperman, and Sgt. Lewis J. Baumann were honorably discharged to receive their commissions as 2nd Lieutenants in the Army of the United States. This was the first such an occurrence and the heartiest congratulations of all the battalion went with them.

On February 15, our chaplain, Wallace G. McGeoch, was reassigned to India. While we know he was to live under

better conditions than we could have—it was a hard thing to say goodbye.

Chaplain Claud L. Chilton was assigned February 25 to replace Chaplain McGeoch.

One more order needs mentioning here. Headquarters, Advance Section Three on 25 February 1945 assigned this organization to Road Headquarters per General Order Number 3.

March came in but the only way it was recognizable were the facts that a page of the calendar was turned and that we all had a one-half day holiday to commemorate the second anniversary of the battalion's activation.

The work on the road was continued by all companies—the usual earth-moving, culvert installation, and gravel placing.

As helpers in this work, we were assigned the 5th and 6th Companies of the 10th Chinese Engineer Regiment and 4023rd Quartermaster Truck Company. The former were employed in the clearing operations and construction of culvert head walls. The latter unit undertook to haul the gravel from the various pits along the road.

In all, for the month of March the battalion's gravel and earth statistics were: Gravel hauled; 23,000 cubic yards and earth moved; 221,000 cubic yards.

In addition to our normal work we laid 76,600 feet of the second pipeline; "C" Company leading in total feet with 30,820 to their credit.

One major event must be delineated separately. The Bailey suspension bridge across the Taping River, near Myothit, became part of our section of road. While the anchorages of the structure were in the process of being strengthened, a heavy load, causing an excess vibration, pulled the deadman on the west bank, south side of the bridge. As a result the bridge had, of course, a decided slant.

Immediately, "B" Company, "C" Company and H&S Company began the work of realignment. By using heavy equipment the bridge was brought back to its proper position and the anchors completely reinforced.

While this work was progressing plans were made for the erection of a pontoon bridge. But even this would delay traffic. H&S Company instituted the practice of carrying the vehicles across the river on trailers towed by tractors. Hence, no vehicle was delayed more than a few minutes. The pontoon bridge was constructed and traffic routed over it, the day after the suspension bridge slipped its moorings.

H&S Company's enlisted personnel met on March 12, 1945, and formed an "EM's Club." M/Sgt. Cockerill was elected

president, T/Sgt. Innes, secretary. This was the first such venture to be undertaken by the men of the battalion.

We lost two officers and gained two. 2nd Lt. Joseph F. Lamas was assigned as medical administrative officer and 2nd Lt. Ralph D. Drown, who was assigned to Company "A", joined us while we lost two "old-timers."

CWO Filiberto Z. Sandoval, "Sandy" of the "Bee-ess-O," left on 5 March to join the Air Service Command at APO 671. He had been a landmark around the S-4 office—his rotund figure a familiar sight.

The other officer to leave was Capt. Spencer A. Burleson. Our first "silvered" officer—"Mr. B"—was transferred to the 69th General Hospital at Ledo for eventual return to the United States. A back injury was the reason for his repatriation. Replacing him as commanding officer of Company "A," temporarily, 1st Lt. Charles O. Kintz took command. Captain Burleson left an impression on all who knew him that would not erase easily—that explosive Alabaman was really "pukka."

During March, we were exposed to more entertainment than we had had in all the time previous. Needless to say, all of the troupes were warmly received.

Our athletic program continued unabated—and we began to look not only longingly, but hopefully, at the calendar. December, 1945, grew closer and with it, our eligibility for rotation. April approximated winter more than ever before.

Warm weather began to set in in April, at H&S Company the average maximum temperature for the month was 96°. This was a portentous sign of what was to come; we could look forward to literally storming for several months.

Work on the road continued unabated toward final completion, however, H&S Company sent out their equipment operators to the three letter companies to aid them in their earth-moving projects. The bulk, one officer and fifty men, went to Company "A" and ten men went to both "B" Company and "C" Company.

Statistically, the work accomplished by these companies was as follows:

"A" Company moved 113,900 cubic yards of earth in the extremely difficult hill section from mile 326 to 327. Hauled and placed 8,415 cubic yards of gravel on the road. Assembled and operated four wagon drills in blasting operations through rock ledges to make way for the road and open gravel pits. They used just a little more than 10 tons of explosives in this connection.

"B" Company moved 64,115 cubic yards of earth. Hauled and placed 8,000 cubic

yards of gravel on the road; stockpiled an additional 2,000 cubic yards.

"C" Company moved 38,600 cubic yards of earth. Hauled and placed 7,650 cubic yards of gravel on the road; stockpiled 1,500 cubic yards. By 4 April, traffic was routed over the suspension bridge; the concrete guard rail revetment walls at the anchorages had been erected.

Aside from the factual aspects of the picture—recreational facilities were constantly improved upon. "C" Company and "A" Company leveled baseball diamonds; "B" Company installed lights on their basketball court; "A" Company improved their volleyball court; and "C" Company built a basketball court.

"A" Company completed the erection of their day-room; with those of Companies "B" and "C" not far behind. The men of H&S Company, banded together under their senior NCO's, put their club into operation. The origin of its name, "Moanya Club," has a deep significance for them and is best only alluded to here. She was quite a gal.

April brought with it notification of honors for two men and for the battalion as a whole.

G. O. No. 69, AAF Headquarters, IBT awarded the Soldiers' Medal to Pfc. Homer A. Baird and Pfc. Mariano Correia, both of "C" Company. The award was made "... For heroism displayed on 22 February 1945 at a base in Northern Burma when, without thought of their own personal safety, they plunged into a river and rescued a drowning officer ..." These awards brought the total number of decorations won by enlisted men to three.

"... For superior performance of exceptionally difficult tasks and for achievement and maintenance of high standards of discipline during the period 1 April to 1 July 1944 . . .", our battalion was awarded the Meritorious Service Unit Plaque. Our arduous labor under the scorching Bengal sun had been noticed. The award was bestowed on us by G. O. No. 89, AAF Headquarters, IBT.

Leaves and furloughs were granted, up to our full, allowable percentage, throughout the month. Long-earned rest periods were at last fulfilled.

It was at one of the rest camps that tragedy again struck at Company "B". Pfc. A. J. Tumey, while at the camp in Calcutta, was stricken with smallpox, at the time epidemic in the city. Taken to the 142nd General Hospital, he passed away on 23 April 1945. He was buried in the military cemetery in Calcutta.

This news followed closely behind the untimely death of T/5 Paul M. Larsh on 18 April. While operating a grader over a new, soft fill at mile mark 336, the

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machine slipped and rolled over on him. He was killed instantly. The remains were interred in Myitkyina.

Beyond these regrettable deaths, the battalion's strength changed but little. We lost but one more man, T/4 Duncan who was transferred to the Zone of Interior on emergency furlough; gained two.

Important changes in command took place in April. On the second, Captain Northrop returned to Company "A" as commanding officer, being replaced in H&S Company by Captain Colclough, reassigned from "C" Company. 1st Lt. W. L. Solomon assumed command of "C" Company. Further changes involved the move of Lt. Kintz from "A" Company to H&S; that of Lt. Roeder from H&S to "C" Company.

Victory Day in Europe, May 8, 1945. No sweeter words ever became reality! At last, the second, the biggest, of our enemies had been defeated. Europe was devastated, demoralized; but it was free. And freed from service there, were millions of tired "G.I.'s". Soon, some would come over to the Pacific areas and our war could become "big league."

Celebrations broke out all along the road. But while intense, their duration was brief. There were other thoughts to occupy our minds. The future was to be lived and the question was "How?" Individually and collectively, we turned our attention to speculation and hope.

On May 12 we officially commemorated the fall of Germany. Lt. Col. Cox, Chaplain Chilton, and Lt. Power, I & E officer, addressed all the companies assembled in their respective areas.

Thanking God that we had come this far; that part of the known future was explained.

Rotation had been suspended; temporarily, the only ones to go home would be those to be discharged. The readjustment regulations were now in effect.

Immediately upon hearing the "point system" explained, both by lecture and the film "Two Down and One to Go," everyone became acutely conscious of his score. For most, there was a foreboding of having not quite enough.

The fact that the plan would work, however, was pointedly brought home by the sudden departure of three men under the IBT's temporary five per cent plan. They were T/5 Aldo A. Botto, H&S Co.; Cpl. Frank Harhart, Co. C; T/5 Elmer F. Hinkel, Co. B. Those remaining on the selected list prayed for deliverance. None of them ever contemplated avoiding the issue of duty, but the sheer joy of prospective civilian life simply could not be transcended.

When the critical score of 85 was announced—there were groans, real heartfelt groans. But, to their lasting credit, the men accepted their future without rancor or resentment. Only a few could meet that score and it looked as though we were to remain overseas indefinitely despite our 18 months foreign duty. Others would also have to wait, however; some more deserving of repatriation than we. We could not be less than that required of us.

One praiseworthy activity was the organization of a battalion orchestra—known by the dubious title of "DeRosa's Music Manglers." This somewhat inaccurate name resulted from the efforts of T/5 Salvatore DeRosa to train and perfect the technique of the group. Their first concert was held at the "Oriental" Theatre (H&S Company) on the evening of June 23; the applause was honest and well-earned. The featured stars were Pfc. Ralph Bowman, and Pfc. James R. Guffy and His Hillbillies. The music would be adjudged by a critic as not quite the polished product of a philharmonic—but it was good and would be better.

In addition to the loss of EM we lost two officers. Captain John N. Bender was reassigned to the 18th General Hospital as a result of an old spinal injury. The other officer, Lt. Ulysses B. Luallen, will always be remembered by both officers and men for his famous remark: "There will **always** be a Kain-tucky." He was the happy man who had the highest total of "points" under the readjustment plan.

Everyone's point total went up five when the unit was authorized a bronze service star for participation in the Central Burma Campaign. These additional points placed four (4) more enlisted men and one officer above the temporary critical of 85; and increased the hopes of many another.

As a result of the transfer of Captain Bender, Lt. Power was appointed adjutant on June 18.

During the month, all personnel were immunized for bubonic plague. We were situated right in the area in which the dreaded disease became active. The incidence was confined to the native population. There were some victims in our camps, however. All of our pets who had attached themselves to us or vice versa were destroyed. It was a strange sight; an Army camp without a single dog.

On June 20 our road assignment was extended some seven miles south.

"A" Company now had to maintain the road from mile 325.5 to 337.5. To this end, they hauled and placed approximately 3,700 cubic yards of gravel; in

addition to maintaining the drainage facilities.

"B" Company assumed responsibility for the stretch from 337.5 to 349.6. This area required but 700 cubic yards of gravel; and, of course, the constant maintenance of drainage.

"C" Company began work on the new section, working to mile 363.4. Here they installed six CBI culverts and placed 2,100 cubic yards of gravel.

While we were thus carrying on our normal routine affairs we received word to prepare for a trip to China. It looked like a "good deal" as far as having something to do—but also China wasn't closer to the port that was the doorway to home.

Nonetheless, a complete shakedown inspection and inventory of clothing, equipage, and motorized equipment was completed. Those things no longer useable were "turned in" and requisitions submitted for replacements. One very pleasant aspect in this regard was issue of new trucks. Our originals had come a long way and it was only through the imaginative maintenance performed on them, that they continued to roll.

Personnel to return the vehicles to camp, flew to Ledo and, optimistically, set out on their return journey. But the famed Assam monsoon rains ruled otherwise. The road washed out in several places and the convoys were held up. One, under Captain Colclough, was caught in Shingbwiyang with washouts on either side of them.

Besides furnishing drivers for these convoys, the companies were called upon to supply drivers for one of the China-bound convoys. Lt. Burke of Company "B" and Lt. Petric of H&S Company took charge of this group.

Company "B" had constructed, in addition to their ball field, a firing range. The entire company, and a goodly number of others, fired a complete course here.

Then, on the 29th, "B" Company prepared to move back to Myitkyina, there to construct housing facilities for an ATC base.

So another June passed into history and at month's end, it looked as though we were "on the road" indefinitely. The movement to China sort of died out. We more or less resumed our contemplation of the future as we had been doing. It looked to many, that "that girl" would have to wait a bit.

Looking back, the last of 1945 was a period of waiting to move and moving to wait.

During July and August the plans for our movement to China changed so often as to lead one to think that higher head-

quarters did not know what they wanted. No less than three times did we turn in and re-draw our complete complement of equipment.

We were to be air-lifted to Kunming; we were to go by road; we were not to go; we were to go part by air, part by road. Our very mission in China changed three times, also. Finally, it settled on an airborne mission to Fort Bayard, an active combat area, to support an amphibious assault on the British air and seaport by our fleet forces.

One of the minor blessings of the atomic bomb—was the solution of our problem, "to go or not to go." We celebrated V-J Day very quietly—for, to us, the war was far from being over. Visions of being overseas until late in '46 had too powerful a deadening effect to allow for excessive abandoned rejoicing.

Then, in early September, Advance Section Headquarters did order a move that stuck. Instead of going to China we retraced our journey of a year previous. But, we surprised them at that. We moved back to the stretch of road from mile mark 12 to 45 before they could change their minds.

Work on the Bhamo stretch, with one short exception, had long been finished. We found things definitely different back around Ledo.

The treacherous Pang saw Pass was a force of nature never to be overlooked. We set up our camps—worked the road. Even with the perspective of time, none of what was done seems important. We were waiting.

Early in October, we were officially relieved of our duties on the road and began preparations for our return to Uncle Sugar. This move also was to be by air to the port; and in a very short while.

We sat and stewed waiting, again, and finally left Ledo by rail in two sections on November 10 and November 13, each train arriving in Karachi eight days later. Only the advance party had the pleasure of flying to the port.

While we were waiting at Hellgate for a priority out of Ledo—we saw more personnel changes per hour than ever before in our history of big changes. We were cut to 500; increased to 850; cut to 730; in the shortest possible time. Finally the crushing blow came when 138 EM, who had been with us since we left U.S. were pulled out because they had less than 60 points—this happened on November 8.

Karachi, on the Sind Desert, was in many respects a semi-paradise—mainly because of the seaport there. North Malir, the old British 8th Army Cantonment, where we stayed, was a hot, dusty, bar-

ren place—but it was much more desirable than the jungles of Assam or Burma.

Here we also waited, "sweating out a boat." We were somewhat lucky in that respect—our vessel, the U.S.S. General C. C. Ballou, came into port four days ahead of schedule and sailed for home on December 11.

Twice within three years the "old hands" would pass Christmas and New Year's on the high seas. But what a difference—heading for home and not away from it—put the whole set-up in a different light.

The route of return was the same as that we followed coming over, i.e. Suez, Mediterranean, Gibraltar, Atlantic and

home. It was a trip extremely like the first.

Upon our debarkation in New York on New Year's Day, the battalion will be deactivated.

The associations that the years have built up will pass into memory, good or bad. 1946 will still hold a good deal of effort for a few—but for the battalion and the men that make it up—when the "Lady with the Torch" looms over the horizon—the story will be over.

This narrative was intended to be a sketch-like history of our stay overseas. It is for each of you to dress up, disagree or agree with, elaborate or eliminate. That it serves to some degree at least to help your memory, is the wish of the writer.

—THE END

BOOK REVIEWS



AFTER NEHRU, WHAT? By Welles Hangen. Harcourt, Brace & World. January 1963.

The author, an NBC news correspondent who has been covering India for that network, speculates on who will be the Indian Prime Minister's successor and offers portraits of the eight most likely candidates for that role. The book was written before Krishna Mennon's fall from favor.

HONG KONG. By Gene Gleason. The John Day Company. January 1962.

This is a survey of Hong Kong today—its business and industrial boom and growing pains, its great problems with water and food, the refugees and the welfare and rescue work being done among them, the colony's overcrowding, its seamy side, especially the drug addiction, and the uneasy relationship with Communist China. The author, a newspaper man, takes a fairly bright view of the city as a place of business and a place to tour.

THE IRON CURTAIN. By Harry and Bonari Overstreet. Norton. January 1963. \$4.50.

The authors analyze why the Communists have knifed the world in two and how the Iron Curtain furthers their totalitarian control over their own people. They also come up with a resourceful suggestion for free world action, calling for an "informed and tenacious" world

demand that Communism show cause for its need to operate behind barriers. They urge an all-out campaign to focus attention on the Iron Curtain.

GET READY FOR BATTLE. By R. Prawer Jhabvala. Norton. February 1963. \$3.95.

A subtly comic, civilized and ironic novel of society in present-day India, this one taken up with a wealth industrialist, his pretty mistress who wants to appropriate him legally, and the question of his divorce, which he thinks might jeopardize his social status. His wife, who has turned social worker, does not grudge him a divorce, but does condemn his chicanery in dealing with a slum colony that stands in the way of one of his land projects.

TALES OF INDIA. Trans. by Marie Ponsot. Illus. by Sergio Rizzato. Golden Press. December 1962. \$5.00.

A lavishly illustrated juvenile book translating the epic tale from the Mahabharata of the six princes. The telling is straight-forward and quick enough to hold the attention of children as young as eight.

THE MEANING OF COMMUNISM. By William J. Miller in association with Henry L. Roberts and Marshall D. Shulman. Simon & Schuster. January 1963. \$3.95.

A simple history and a primer, outlining Communism's strengths and its weaknesses and what the West can do about the Communist challenge. Extensively illustrated, with 32 pages in full color. Includes a report on the realities of life today in Russia, in China, and other Communist states. Also has a "short dictionary of Communist Jabberwocky" and a chronology, bibliography, glossary and index.



CBI DATELINE

News dispatches from recent issues
of The Calcutta Statesman

GAUHATI—The Brahmaputra Bridge, which makes communications with Assam much easier, was opened for goods traffic recently. The bridge is sited close to the rail termini of Amingaon and Pandu and about 4,000 feet downstream of a rocky gorge opposite the Kamakhya Hill. It has an overall length of 4,252 feet and consists of 10 spans. It carries double line metre gauge railway tracks to main line standard on the lower deck and a 24-foot roadway with a six-foot footpath on each side on the upper deck. Completion of the bridge will be a landmark in the history of Assam. It removes a major bottleneck in transport across the river and ushers in a new era of progress in northwest India.

MADRAS—Three fishermen chanced upon a fortune on the high seas, but landed themselves in jail. The men were fishing when they came across a rubber buoy with a gunny bag attached to it. They found the bag contained a large number of wrist watches. Police got scent of the "catch" and raided the fishermen's huts at Nochikuppam, finding 1,452 watches.

NEW DELHI—One in every three persons in India suffers from the eye disease, trachoma, reported Dr. Sushila Nayar, Union Health Minister, at a conference of trachoma experts and health administrators from eight countries. The hope was expressed that after the large-scale malaria, tuberculosis, leprosy and smallpox programmes undertaken by the Governments in this part of the world, trachoma will be the next major communicable disease to be tackled on a mass campaign basis.

BOMBAY—Maharashtra Government has exempted officers commanding the armed forces from restrictions imposed by it on import, export, transport and sale of Indian-made rum intended for consumption by the armed forces. Rum meant for the armed forces is also exempt from payment of excise duty.

COIMBATORE—A 45-year-old British woman was found dead in a first class compartment of the Blue Mountain Express when it reached Coimbatore recently. She was the wife of Mr. Roland Smith,

an official of Imperial Chemical Industries, Bombay. Mrs. Smith was travelling from Arkonam to Mettupalayam en route to Ootacamund. There were two other male passengers in the compartment, the police said. They quoted the two passengers as saying that Mrs. Smith took her dinner at Arkonam and went to bed. At Coimbatore they tried to wake her up and, finding no response, informed the police.

NEW DELHI—Government employees who absent themselves without reason may be jailed for a year and fined, according to a new amendment made in the Defence of India Rules, 1962. Another amended rule empowers the Government to force any Central or State employee to serve at any place in India or abroad. Refusal to do so may mean imprisonment for a year, or fine, or both.

KOHIMA—The 31st station of All India Radio has been opened at Kohima, Nagaland.

NEW DELHI—A 120-ft. wide green belt with 20 lines of trees is to run along the Rajasthan Canal for 38 miles. The Union Ministry of Food and Agriculture has advised the States to launch special drives to plant trees. The drive has been most successful in Punjab where the Government has undertaken large-scale planting of sheesham trees along canals, rivers and roads. Sheesham is urgently needed by the State's expanding industries. Bihar has recently completed the plantation of teak trees over an area of 10,000 acres in the Chotanagpur region. A new method is being tried in bamboo plantation so that bamboo forests may be grown by "merely throwing the seeds" in a field. It may not be necessary to plant saplings.

DELHI—Sir Edmund Hillary plans to lead an expedition to the 21,500-ft. Taweeche peak in the Himalayas in March. Taweeche is a steep and difficult peak, Sir Edmund explained, but the major effort of the team, which will include two doctors, will be devoted to setting up a school and a medical clinic for the sherpas. The money for the project, about \$50,000, has been promised by an American educational corporation.

SHILLONG—It now seems clear that the Chinese had set up espionage rings in NEFA long before they started their massive attack. There is also reasonable suspicion that some elements in NEFA and Assam actively assisted the Chinese in obtaining vital information from this side of the border.



JOE E. BROWN, minus Harvey, paid a visit to the Milwaukee Basha Christmas party in December, entertaining both young and old. Pictured above, with the well-known comedian signing the official guest register in CBIVA's national headquarters office, are (left to right) John Armstrong, Milwaukee Basha commander; Edward Backes, Russ Kopplin, Ida Pohorsky, National Commander Gene Brauer, and Vera Seder, assistant national adjutant.

7th Bomb Group

• Plans for the 1964 reunion of the 7th Bombardment Group (H) in Salt Lake City are stirring up much interest among former 7th Bombers in California. Ran into Herb Agid and Carl "Doc" Deleeuw down south (Los Angeles) for the Christmas holidays. Both of these 9th Squadron Flying Cobra-Wallas have hundreds of feet of movie film of CBI days, and look forward to entertaining the gang about our days at Pandaveswar, Gaya, Kurmitola, and Karachi to bring back many a memory. In Northern California, Dick Mulvihill has recently moved temporarily to Novato, near Hamilton AFB (where former 7th Bomb Group Commander Major Gen. "Nick" Necrason is Commanding General of the 28th Air Div.), and in his travels has whipped up

much interest throughout the Pacific Northwest. Salt Lake City was the last duty station for the ground echelon before being ordered to "PLUM" in November, 1941, and Hamilton Field was the jumping off place for the air echelon. So, we expect a good representation from the West Coast to relive CBI memories in our big, forthcoming reunion, and invite all ex-7th Bombers to be there.

LARRY HEUSER,
2 Cervantes Blvd.,
San Francisco 23, Calif.

Helped at Myitkyina

• After many years of subscribing, am still looking for a letter or some mention of my outfit which helped in capture of Myitkyina—the 311th Fighter-Bomber Group.

ROBERT P. BEECH,
Bradenton, Fla.

Milwaukee Visit

• Some 60-odd Milwaukee basha members turned out early in December as first visitors for Joe E. Brown's Milwaukee performance of Harvey. It was a dinner-theater party. Brown was presented with various gifts including an album with pictures of his CBI visit, intended to replace those mementos lost in the big California fire a year ago. Past Commander George Marquardt issued an appeal for pictures during his term of office and he presented the book to Joe. Two weeks later Joe appeared at the basha Christmas party and entertained both young and old. He also visited our national CBIVA offices and signed the guest register.

GENE BRAUER,
Milwaukee, Wis.

Col. John McCammon

• A newspaper clipping from the St. Petersburg (Fla.) Times dated Nov. 27, 1962, tells of the death of Col. John E. McCammon, 65, of Bradenton. I regret I never knew the gentleman, although we lived only a few blocks apart in a relatively small town. According to the news item, he entered the military service as a private in 1917 and was promoted through the grades to the rank of colonel in 1942. He retired from the U.S. Army in 1951 after winning the Legion of Honor and other awards. McCammon saw active service in World Wars I and II and the Korean Conflict. He was chief-of-staff for Gen. Joseph Stilwell in the CBI Theater in 1943. On May 17, 1944, the item says, McCammon commanded Merrill's Marauders at the capture of the Myitkyina airfield in Burma. The Marauders received a Presidential Unit Citation for this action.

ROBERT P. BEECH,
Bradenton, Fla.

Commander's

Message

by

Eugene R. Brauer

National Commander
China-Burma-India
Veterans Assn.



"Gung Hay Fat Choy"! The Year of the Hare is now upon us and to CBIVA it has delivered its newest family addition—the Cascade Basha of Bellevue, Wash. By the time this column reaches print I shall have visited the World Fair City and presented a new charter to Commander Orville Hegseth. I shall have also visited the Dhobi Wallah Basha of Seattle with Parker Collins its present commander.

Major highlights of my trek west will have been my visit to the Golden Gate City of San Francisco and participation in the gigantic Chinese New Year celebration and parade with our old friends of the Gen. George W. Sliney Basha.

On Saturday, Jan. 26, I left the frigid climate of Milwaukee for St. Louis where I had the pleasure to install Bob McClimans as the new basha commander. The warmth of friendly greetings from the St. Louisians more than compensated for the snow and sub-zero temperatures outdoors.

It was wonderful seeing the old gang again—the Meyers, Kretchmars, Staeds, Dales, Galius, Boyers, Fenajas, Butchers, Gus Jacobs, Lorraine Murray, Ray Juenger, Louis Gwinn, and others. That St. Louis is one of the grand-daddy bashes one need only look back at the youngsters of the basha we knew first when they were virtually tiny tots. Tommy Abkmire planning a May wedding and now 22; Tommy Staed, with three years of college under his belt; Jane Meyer, Marie Staed, Mary Ellen Murray know-

ing the real use of that Ameche invention, and Neal Staed taking exams to enter high school in fall.

One of the heart-warming thrills of the evening was the presentation of \$100 from friends of the St. Louis basha for our Dr. Gordon Seagrave Foundation Fund.

* * *

We hope all you CBIers are giving serious thought to our 1963 reunion because it is not in the too distant future. As I sat at home the other night opening my stack of CBI mail, the temperature outside was cuddling around the 22 below zero mark. The first letter I opened was the picnic permit for Milwaukee Basha's picnic next July 14—just two short weeks before reunion festivities begin. So you can readily see why I issue this advice.

Rumor has it that Mary Kirkpatrick (293 Pope St., San Francisco) is collecting green trading stamps so she'll be sure you can attend.

* * *

Fran Karolewski, Buffalo, has challenged the claim that the 709th EPD had the largest delegation at the 1962 reunion. The 111th Quartermaster Bakery unit outdid them, says Fran, listing himself, Walter Czapla, Chicago; Ed L. Presly, Oklahoma City; Andrew Kundrat, jr., Pittsburgh; Henry A. Zawacki, Flint, Mich.; Edward L. Suess, Rochester, N. Y.; Lewis C. Bullock, Brockport, N. Y.; Jack Ellis, Little Valley, N. Y.; Joe Szaller, Tonawanda, N. Y.; Darwin Hruby, Buffalo; Julian Kotarski, Buffalo, and Harold N. Salhoff, Buffalo—an even dozen bakers, or shall we pun it, a bakers dozen.

Steve Adams, our CBIVA Youth Organization chairman, informs me has had a snow-fall of requests for the "junior" membership cards. If you haven't ordered your young folks' cards write that request to Steven at the Wisconsin Hotel, Jefferson, Wis.

Along the same lines, I have been most pleased at the response shown for advertising and booster sponsors for the 1963 CBIVA Reunion Booklet and Membership Directory. You'll want this CBIVA memory album even if you can't participate in the reunion festivities.

Those of you who have planned on sending in your contributions to the Dr. Seagrave Foundation but haven't done so this date, why not place them in the post office box tonight? Phil Packard's address is 180 E. 17th st., Brooklyn, N. Y.

See you all next month!

EUGENE BRAUER
National Commander
4068 N. 70th Street
Milwaukee 16, Wis.

EX-CBI ROUNDUP



PERSONNEL of the 475th Infantry, Mars Task Force, take a few minutes rest near covered bridge in the vicinity of Tonkwa, Burma, in December 1944. Photo by Reuben A. Holden.

Served in China

• Just a few lines to let you know how much I enjoy the magazine. Was with Y Forces and CCC in Kunming, China, and other cities.

SIDNEY PROSANSKY,
Chicago, Ill.

Banks of the Hooghly

• Wanted to tell you how much I enjoy the stories and pictures of old time, in Ex-CBI Roundup. I served in the 127th Signal Radio Intelligence Company, first in India—just outside Calcutta on the banks of the Hooghly. We were moved in with the 5th Radio Squadron. Later we moved to Chabua, making many miles up the Brahmaputra by boat—that was a dandy. We carried on our work at Chabua and then my outfit was split up. Two detachments flew the Hump to China, and Headquarters went to Sadiya in India. 1st and 2nd Detachments went to Hostel 8 near Kunming. Later my (1st) detachment went down the Burma Road by convoy and set up a fixed station radio monitor at Paoshan in southwest China. We saw the first convoy come over the Burma Road with General Lewis Pick in the lead. We

monitored Jap communications in the Burma campaign. After Burma was cleaned out we went back to Hostel 8 at Kunming and joined the other detachment. Some of my outfit and buddies got east as far as Kweilin, only to have the Japs chase them back to Kunming. I spent 22 months in CBI, 15 months in China. Would enjoy hearing from fellows who served in my outfit.

CLARENCE N. THIES,
R.F.D. 2,
Avoca, Iowa

Group Commander

• Recently noticed an item about Lt. Gen. Harvey Alness, director of weapons system evaluation in the office of the Secretary of Defense. Some of your readers will remember him as commanding officer of the 7th Bomb Group in CBI.

CHARLES MILLMAN,
New Orleans, La.

Asked About Ramgarh

• Have only read a few of the back issues I recently ordered and already came across a name I recalled from India. He asked you to do a spread on the Ramgarh Training Center and the answer was, "In the future." So, as of now, I don't know if you did a spread on Ramgarh, but will look forward to seeing same. On the Ships of the CBI Run, has either the Mariposa or the Lurline been shown?

ANDREW JANKO,
McKeesport, Pa.

Ramgarh story was in December 1962 issue. As for the Mariposa and the Lurline, we'd be happy to have pictures and information on these or any other ships that went to CBI as we've run out of ships.—Eds.



MEMBER of the 475th Infantry, Mars Task Force, displays captured Japanese flag near Tonka, Burma, in December 1944. Photo by Reuben A. Holden.

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